

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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C/CAG BOARD MEETING NOTICE

Meeting No. 341

DATE: Thursday, May 13, 2021

TIME: 6:30 P.M.

On March 17, 2020, the Governor issued Executive Order N-29-20 suspending certain provisions of the Ralph M. Brown Act in order to allow for local legislative bodies to conduct their meetings telephonically or by other electronic means. Pursuant to the Shelter-in-Place Orders issued by the San Mateo County Health Officer and the Governor, and the CDC's social distancing guidelines, which discourage large public gatherings, C/CAG meetings will be conducted via remote conferencing. Members of the public may observe or participate in the meeting remotely via one of the options below.

Join by Zoom:

<https://us02web.zoom.us/j/88923388876?pwd=dVpCZzVYTG5reXhUUmtdndQRU8xQT09>

Meeting ID: 889 2338 8876

Password: 391040

Join by Phone:

(669) 900-6833

Meeting ID: 889 2338 8876

Persons who wish to address the C/CAG Board on an item to be considered at this meeting, or on items not on this agenda, are asked to submit written comments to mguilles@smcgov.org. Spoken public comments will also be accepted during the meeting through Zoom. Please see instructions for written and spoken public comments at the end of this agenda.

1.0 CALL TO ORDER/ ROLL CALL

2.0 BRIEF OVERVIEW OF TELECONFERENCE MEETING PROCEDURES

3.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

Note: Public comment is limited to two minutes per speaker. Please refer to the instructions at

the end of this agenda for details regarding how to provide public comments during a videoconference meeting.

4.0 PRESENTATIONS/ ANNOUNCEMENTS

None.

5.0 ACTION TO SET AGENDA AND APPROVE CONSENT AGENDA ITEMS

This item is to set the final consent and regular agenda, and to approve the items listed on the consent agenda. All items on the consent agenda are approved by one action. There will be no separate discussion on these items unless members of the Board, staff or public request specific items to be removed for separate action.

- 5.1 Approval of the minutes of regular business meeting No. 339 dated April 8, 2021.
ACTION p. 1
- 5.2 Review and approval of Resolution 21-24 authorizing the C/CAG Chair to execute Amendment No. 9 to the agreement between C/CAG and the City of San Carlos to provide financial services to C/CAG for an amount not to exceed \$97,000 for Fiscal Year 2021-22.
ACTION p. 5
- 5.3 Review and approval of Resolution 21-32 authorizing the C/CAG Chair to execute a Master Agreement with the San Mateo County Express Lane Joint Powers Authority (SMCEL-JPA) for vendor services in support of the SMCEL-JPA.
ACTION p. 11
- 5.4 Review and accept the Measure M Fiscal Year 2019/20 Performance Report.
ACTION p. 22
- 5.5 Review and approval of Resolution 21-25 authorizing the C/CAG Chair to execute Amendment No. 2 to four (4) on-call contracts for technical support to the Countywide Water Pollution Prevention Program, extending the term through September 2022, and waiving the Request for Proposals process.
ACTION p. 31
- 5.6 Receive a summary of C/CAG 2021 Annual Forum.
ACTION p. 38
- 5.7 Review and approve the re-appointments of Marina Fraser of Half Moon Bay, Malcolm Robinson of San Bruno, Matthew Self of Unincorporated County of San Mateo, and Alan Uy of Daly City and the appointment of Angela Hey of Portola Valley to fill five vacant public member seats on the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC) for two-year terms.
ACTION p. 42
- 5.8 Review and approval of Resolution 21-23 authorizing the C/CAG Chair to execute Amendment No. 2 to the funding agreement with Sustainable Silicon Valley, modifying project scope to implement a Transit Signal Priority pilot project in East Palo Alto and extending performance period through February 25, 2022.
ACTION p. 55
- 5.9 Review and approval of Resolution 21-31 adopting the distribution policy for Fiscal Year 2021-22 State Transit Assistance (STA) Population-Based funds among the STA-eligible transit operators and funds that will be spent benefiting Communities of Concern for the subsequent fiscal year.
ACTION p. 62

5.10 Review and approval of Resolution 21-27 authorizing the C/CAG Chair to execute an agreement with the Peninsula Traffic Congestion Relief Alliance (Commute.org) in the amount of \$510,000 to provide services related to the FY 2021/22 Countywide Voluntary Trip Reduction Program. ACTION p. 76

5.11 Fiscal Year 2021/22 Transportation Fund for Clean Air (TFCA) (40%) Program for San Mateo County:

5.11.1 Review and approval of Resolution 21-28 authorizing the C/CAG Chair to execute a Program Manager Funding Agreement with the Bay Area Air Quality Management District (BAAQMD) for the Fiscal Year 2021/22 Transportation Fund for Clean Air (TFCA) Program in an amount up to \$1,249,128. ACTION p. 78

5.11.2 Review and approval of Resolution 21-29 authorizing the C/CAG Chair to execute a funding agreement with Peninsula Traffic Congestion Relief Alliance (Commute.org) in an amount up to \$600,000 under the Fiscal Year 2021/22 Transportation Fund for Clean Air (TFCA) Program to provide services related to the Countywide Voluntary Trip Reduction Program. ACTION p. 81

5.11.3 Review and approval of Resolution 21-30 authorizing the C/CAG Chair to execute a funding agreement with the San Mateo County Transit District (SamTrans) in an amount up to \$150,000 using Fiscal Year 2021/22 Transportation Fund for Clean Air (TFCA) Program fund for the BART Shuttle Program. ACTION p. 84

6.0 REGULAR AGENDA

6.1 Review and approval of the C/CAG legislative policies, priorities, positions, and legislative update (A position may be taken on any legislation, including legislation not previously identified). ACTION p. 87

6.2 Review the initial draft, assumptions, and input on the C/CAG Fiscal Year 2021/22 Program Budget and Member Fees. ACTION p. 94

6.3 Review and approval of the reappointment of C/CAG Board members Alicia Aguirre, Diane Papan, and Maryann Moise Derwin to continue to serve on the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) for an additional two-year term. ACTION p. 100

6.4 Review and provide input on the Draft Measure M Five Year Implementation Plan covering Fiscal Years 2021/22 to 2025/26. INFORMATION p. 102

7.0 COMMITTEE REPORTS

7.1 Committee Reports (oral reports)

7.2 Chairperson's Report

7.3 Board Members Report/ Communication

8.0 EXECUTIVE DIRECTOR'S REPORT

9.0 COMMUNICATIONS - Information Only

- 9.1 Letter from Marie Chuang, Chair C/CAG Board of Directors, to State Assemblymember Lorena Gonzalez, Assembly Appropriations Committee Chair; dated 4/22/21. RE SUPPORT AB 1499 (Daly): Transportation: design-build: highways. p. 105
- 9.2 Letter from Marie Chuang, Chair C/CAG Board of Directors, to State Senator Anthony Portantino, Senate Appropriations Committee Chair; dated 4/22/21. RE SUPPORT SB 339 (Wiener): Vehicles: road user charge pilot program. p. 106
- 9.3 Letter from Marie Chuang, Chair C/CAG Board of Directors, to State Assemblymember Lorena Gonzalez, Assembly Appropriations Committee Chair; dated 4/28/21. RE OPPOSE AB 377 (Rivas): Water quality: impaired waters. p. 108
- 9.4 Letter from Marie Chuang, Chair C/CAG Board of Directors, to State Assemblymember Lorena Gonzalez, Assembly Appropriations Committee Chair; dated 4/29/21. RE SUPPORT AB 117 (Boerner-Horvath): Air Quality Improvement Program – electric bicycles. p. 110
- 9.5 Letter from Matthew Fabry, C/CAG Stormwater Program Manager, to San Francisco Bay Regional Water Quality Control Board Executive Officer Michael Montgomery; dated April 8, 2021. RE: Comments on Administrative Draft of the Municipal Regional Permit. p. 111
- 9.6 Letter from Sandy Wong, C/CAG Executive Director, to Congresswoman Jackie Speier; dated April 9, 2021; RE: Support for \$2.3 million request for Transportation and Infrastructure Committee funding for the Northern Cities Smart Corridor Project. p. 115
- 9.7 Letter from Sandy Wong, C/CAG Executive Director, to Congresswoman Jackie Speier; dated April 12, 2021; RE: Support for \$12 million request for Transportation and Infrastructure Committee funding for the US-101 Managed Lanes Project North of I-380. p. 116
- 9.8 Letter from Sandy Wong, C/CAG Executive Director, and April Chan, Chief Officer San Mateo Transportation Authority, to the Honorable Peter DeFazio; dated April 9, 2021; RE: Support for \$5 million request for Transportation and Infrastructure Committee funding for the U.S. 101/S.R 92 Direct Connector Project. p. 119

10.0 CLOSED SESSION

- 10.1 Public Employee Appointment (Government Code Section 54957)
Title: Executive Director of C/CAG

10.2 Conference with Labor Negotiators (Government Code Section 54957.6)
C/CAG Designated Representative: Marie Chuang
Unrepresented Employee: Executive Director

11.0 RECONVENE IN OPEN SESSION

11.1 Report out on any actions taken during the Closed Session.

12.0 ADJOURNMENT

Next scheduled meeting June 10, 2021

PUBLIC NOTICING: All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Transit District Office, 1250 San Carlos Ave., San Carlos, CA, and on C/CAG's website at: <http://www.ccag.ca.gov>.

PUBLIC RECORDS: Public records that relate to any item on the open session agenda for a regular Board meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular Board meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the Board. The Board has designated the City/County Association of Governments of San Mateo County (C/CAG), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making public records available for inspection. Such public records are also available on C/CAG's website at: <http://www.ccag.ca.gov>. Please note that C/CAG's office is temporarily closed to the public; please contact Mima Guilles at (650) 599-1406 to arrange for inspection of public records.

PUBLIC PARTICIPATION DURING VIDEOCONFERENCE MEETINGS: Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Mima Guilles at (650) 599-1406, five working days prior to the meeting date.

Written comments should be emailed in advance of the meeting. Please read the following instructions carefully:

1. Your written comment should be emailed to mguilles@smcgov.org.
2. Your email should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda.
3. Members of the public are limited to one comment per agenda item.
4. The length of the emailed comment should be commensurate with the two minutes customarily allowed for verbal comments, which is approximately 250-300 words.
5. If your emailed comment is received at least 2 hours prior to the meeting, it will be provided to the C/CAG Board members, made publicly available on the C/CAG website along with the agenda, and read aloud by C/CAG staff during the meeting. We cannot guarantee that emails received less than 2 hours before the meeting will be read during the meeting, but such emails will be included in the administrative record of the meeting.

Spoken comments will be accepted during the meeting through Zoom. Please read the following instructions carefully:

1. The C/CAG Board meeting may be accessed through Zoom at the online location indicated at the top of this agenda.
2. You may download the Zoom client or connect to the meeting using an internet browser. If using your browser, make sure you are using a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by your name as this will be visible online and will be used to notify you that it is your turn to speak.
4. When the C/CAG Clerk or Chair call for the item on which you wish to speak, click on "raise hand." The Clerk will activate and unmute speakers in turn. Speakers will be notified shortly before they are called on to speak.
5. When called, please limit your remarks to the time allotted.

If you have any questions about this agenda, please contact C/CAG staff:

Executive Director: Sandy Wong (650) 599-1409

Clerk of the Board: Mima Guilles (650) 599-1406

C/CAG

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C/CAG BOARD and SAN MATEO COUNTY AIRPORT LAND USE COMMISSION MEETING MINUTES

Meeting No. 339

April 8, 2021

In compliance with Governor's Executive Order N-29-20, the San Mateo County Health Order of June 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, this meeting was conducted via remote conferencing.

1.0 CALL TO ORDER/ ROLL CALL

Chair Marie Chuang called the meeting to order at 6:30p.m. Roll call was taken.

Atherton	– Elizabeth Lewis
Belmont	– Davina Hurt
Brisbane	– Karen Cunningham
Burlingame	– Ricardo Ortiz
Colma	– John Goodwin
Daly City	– Pamela DiGiovanni (depart 6:58 p.m.)
East Palo Alto	– Lisa Gauthier
Foster City	– Richa Awasthi
Half Moon Bay	– Debbie Ruddock
Hillsborough	– Marie Chuang
Menlo Park	– Cecilia Taylor (arrive 6:35 p.m.)
Millbrae	– Ann Schneider
Pacifica	– Sue Vaterlaus
Portola Valley	– Maryann Moise Derwin
Redwood City	– Alicia Aguirre
San Bruno	– Michael Salazar
San Carlos	– Adam Rak
San Mateo	– Diane Papan
Woodside	– Ned Fluet
SMCTA (Non-Voting)	– Julia Mates

Absent:

SMCTD (Non-Voting)
San Mateo County
South San Francisco

Others:

Sandy Wong	– C/CAG Executive Director
Mima Guilles	– C/CAG Clerk of the Board
Melissa Adrikopoulos	– C/CAG Legal Counsel
Matt Fabry	– C/CAG Staff
Sean Charpentier	– C/CAG Staff
Kaki Cheung	– C/CAG Staff
Reid Bogert	– C/CAG Staff
Susy Kalkin	– C/CAG Staff
Van Ocampo	– C/CAG Staff
Jeff Lacap	– C/CAG Staff
Mikaela Hiatt	– C/CAG Staff
Kim Wever	– C/CAG Staff
Kim Springer	– C/CAG Staff
Gina Papan	– MTC Commissioner

Other members of the public attended.

2.0 BRIEF OVERVIEW OF TELECONFERENCE MEETING PROCEDURES

Mima Guilles, Clerk of the Board, provided an overview of the Zoom meeting procedures.

3.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

Note: Public comment is limited to two minutes per speaker. Please refer to the instructions at the end of this agenda for details regarding how to provide public comments during a videoconference meeting.

Sandy Wong, Executive Director, informed the Board Members that their screen names will be renamed in preparation for the Annual Forum.

4.0 PRESENTATIONS/ ANNOUNCEMENTS

None.

5.0 ACTION TO SET AGENDA AND APPROVE CONSENT AGENDA ITEMS

This item is to set the final consent and regular agenda, and to approve the items listed on the consent agenda. All items on the consent agenda are approved by one action. There will be no separate discussion on these items unless members of the Board, staff or public request specific items to be removed for separate action.

5.1 Approval of the minutes of regular business meeting No. 338 dated March 11, 2021.

APPROVED

5.2 Review and approval of Resolution 21-17 authorizing the C/CAG Chair to execute an Agreement with the San Mateo County Superintendent of Schools to administer and manage the San Mateo County Safe Routes to School Program in an amount not to exceed \$830,000 for Fiscal Year 2021-2022.

APPROVED

- 5.3 Review and accept the Transportation Fund for Clean Air (TFCA) Program Manager Fund Projects Financial Audit for Project Period Ended June 30, 2019. APPROVED
- 5.5 Review and approval of Resolution 21-19 determining that the proposed Butler Apartments Project at 271 El Camino Real, San Bruno, is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. APPROVED
- 5.6 Review and approval of Resolution 21-20 determining that the proposed Glenview Terrace single family residential project at 850 Glenview Drive, San Bruno, is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. APPROVED
- 5.7 Review and approval of Resolution 21-21 determining that the proposed 499 Forbes Blvd. Office/R&D Project in South San Francisco is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. APPROVED
- 5.8 Review and approval of Resolution 21-22 directing staff to pursue Federal and State transportation funds for C/CAG sponsored or co-sponsored projects; submit, or collaborate with SMCTA to submit, documents as necessary; and designate C/CAG as the fund recipient entity. APPROVED

Board Member Ortiz MOVED to approve 5.1 5.2, 5.3, 5.5, 5.6, 5.7 and 5.8. Board Member Salazar SECONDED. Roll call was taken. **MOTION CARRIED 19-0-0**

Item 5.4 was pulled from the Consent Agenda, at the request of Board Member Schneider.

- 5.4 Review and approval of Resolution 21-18 approving projects to be funded under the C/CAG Lifeline Transportation Program Cycle 6 for a total amount of \$1,748,570.

Board Member Schneider commented on the senior transportation fund. There is an unsubscribe amount of \$1.65M and she is very interested in a shuttle service. A new rec center opens April 2022. How can we get a large population of seniors and all races down to the services that they need. What would be the process or what happens with the \$1.65M.

Jeff Lacap, C/CAG staff responded that the unsubscribed funds for this call for projects will be used for a mid-cycle call for next year. There are some community-based transportation plans that will be completed next year. The money will stay in the County.

Board Member Schneider MOVED to approve item 5.4. Board Member Ortiz SECONDED. Roll call was taken. **MOTION CARRIED 19-0-0** APPROVED

6.0 REGULAR AGENDA

- 6.1 Review and approval of the C/CAG legislative policies, priorities, positions, and

legislative update (A position may be taken on any legislation, including legislation not previously identified). APPROVED

C/CAG staff, Reid Bogert, provided a brief update from Sacramento with respect to the Legislature having reconvened after Spring Recess on April 5. Policy Committee hearings are underway and will continue through early June at which time bills will be voted on to move them out of the respective houses of origin. C/CAG's legislative Committee will be attending relevant hearings and providing testimony on bills for which C/CAG has taken a position.

Board Member Chuang MOVED approval of a SUPPORT letters AB117 and AB1200. Board Member Hurt SECONDED. Roll call was taken. **MOTION CARRIED 19-0-0**

Gina Papan, Legislative Committee Chair announced to the Board that if you are opposing, supporting or looking at a specific legislation, please share the information directly to Sandy Wong. Would like to keep the cities on the same page and know what other cities are doing. The legislative packet has also included an information item SB82 which does not directly relate to C/CAG but is a very sensitive issue matter for many jurisdictions within our county, it would lessen the penalties for robberies.

7.0 COMMITTEE REPORTS

7.1 Committee Reports (oral reports)

None.

7.2 Chairperson's Report

Chair Chuang announced that the San Mateo County Express Lane JPA (SMCEL-JPA) has six Board members and the C/CAG Board appoints three SMCEL-JPA Board Members. At the May C/CAG Board meeting, the C/CAG Board will be asked to reappoint three C/CAG representatives to the SMCEL-JPA Board. The current C/CAG Board members that serve on the SMCEL-JPA Board are Diane Papan, Maryann Derwin, and Alicia Aguirre.

7.3 Board Members Report/ Communication

None.

8.0 EXECUTIVE DIRECTOR'S REPORT

None.

9.0 COMMUNICATIONS - Information Only

None.

10.0 ADJOURNMENT – 7:00 p.m.

C/CAG AGENDA REPORT

Date: May 13, 2021

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 21-24 authorizing the C/CAG Chair to execute Amendment No. 9 to the agreement between C/CAG and the City of San Carlos to provide financial services to C/CAG for an amount not to exceed \$97,000 for Fiscal Year 2021-22

(For further information or questions, contact Sandy Wong at slwong@smcgov.org)

RECOMMENDATION

That the C/CAG Board of Directors review and approve Resolution 21-24 authorizing the C/CAG Chair to execute Amendment No. 9 to the agreement between C/CAG and the City of San Carlos to provide financial services to C/CAG for an amount not to exceed \$97,000 for FY 2021-22.

FISCAL IMPACT

A total of \$97,000 for FY 2021-22. It is included in the proposed C/CAG budget for FY 2021-22.

SOURCE OF FUNDS

Member assessments, parcel fee, motor vehicle fee, and State/ Federal Transportation Funds.

BACKGROUND

The City of San Carlos is the Financial Agent for C/CAG. C/CAG annually negotiates a fee for these services. On June 14, 2012, C/CAG Board approved Resolution 12-42 authorizing the Chair to execute the agreement between C/CAG and City of San Carlos to provide financial services to C/CAG in an amount of \$73,600 for fiscal year 2012-13.

On June 13, 2013, C/CAG Board approved Resolution 13-16 authorizing the Chair to execute Amendment No. 1 to said agreement in an amount of \$75,366 for fiscal year 2013-14. Amendment No. 1 also included additional language regarding background check for Management personnel.

Since then, the C/CAG Board has authorized annual amendment to said agreement each fiscal year for City of San Carlos to provide financial services to C/CAG. Rates were adjusted each year approximately by the CPI. For fiscal year 2015-16, Amendment No. 3 included the additional effort to implement Government Accounting Standards Board (GASB) Statement No. 68, *Accounting and Financial Reporting for Pensions*.

Financial services include activities such as maintaining bank and investment accounts, implementing internal financial controls, paying vendors and project sponsors, managing receivables, investing surplus cash, reporting, managing audit processes, attending Finance Committee meetings, etc. A high level of service has been achieved by the City of San Carlos. All reports were provided on a timely basis. Additionally, the City of San Carlos staff has been very responsive to requests from C/CAG staff.

City of San Carlos has updated the annual cost to ensure full recovery of cost for services, including an adjustment of hourly rate, and added hours for the preparation of the State Controller's Annual Financial Transaction report, and hours for the Program Audits. It is proposed, as part of Amendment No. 9, the fee for regular financial services for fiscal year 2021-22 be \$97,000. In addition, City will be reimbursed by C/CAG for other services and special projects, as requested by C/CAG, at the fully burdened hourly rate of \$186 per hour.

The cost for bank fees, storage, postage, as well as costs for audit services are not included in the original agreement or any amendment. Those costs are billed separately.

ATTACHMENTS

1. Resolution 21-24
2. Amendment No. 9 to the agreement between C/CAG and the City of San Carlos to provide financial services.

RESOLUTION 21-24

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE AMENDMENT NO. 9 TO THE AGREEMENT BETWEEN C/CAG AND THE CITY OF SAN CARLOS TO PROVIDE FINANCIAL SERVICES TO C/CAG FOR A TOTAL OF \$97,000 FOR FY 2021-22

WHEREAS, the City/County Association of Governments (C/CAG) of San Mateo County is a Joint Powers Authority created by the Cities and the County; and,

WHEREAS, C/CAG utilizes the services of its member agencies in order to minimize staff and cost; and,

WHEREAS, the City of San Carlos has been designated as the C/CAG Financial Agent; and,

WHEREAS, C/CAG Resolution 12-42 (June 14, 2012) authorized the Chair to execute an agreement between C/CAG and City of San Carlos to provide financial services to C/CAG in an amount of \$73,000 for fiscal year 2012-13; and,

WHEREAS, C/CAG has executed the following amendments to said agreement for City of San Carlos to provide financial services to C/CAG; and

Amendment No. 1, \$75,366 for FY 13-14, approved by Resolution 13-16 (June 13, 2013); and
Amendment No. 2, \$77,700 for FY 14-15, approved by Resolution 14-10 (May 8, 2014); and
Amendment No. 3, \$80,430 for FY 15-16, approved by Resolution 15-18 (May 14, 2015); and
Amendment No. 4, \$82,440 for FY 16-17, approved by Resolution 16-06 (May 12, 2016); and
Amendment No. 5, \$85,000 for FY 17-18, approved by Resolution 17-25 (June 7, 2017); and
Amendment No. 6, \$88,200 for FY 18-19, approved by Resolution 18-35 (June 14, 2018); and
Amendment No. 7, \$93,000 for FY 19-20, approved by Resolution 19-27 (May 9, 2019); and
Amendment No. 8, \$95,300 for FY 20-21, approved by Resolution 20-38 (June 11, 2020); and

WHEREAS, the City of San Carlos has proposed a fee of \$97,000 for the financial services for fiscal year 2021-22; and,

WHEREAS, C/CAG and the City of San Carlos wish to set forth the terms and conditions, funding, and scope of work for the financial services as provided in Amendment No. 9.

THEREFORE BE IT RESOLVED NOW, by the Board of Directors of the City/County Association of Governments of San Mateo County authorizing the Chair to execute Amendment No. 9 to the Financial Service Agreement for fiscal year 2021-22 between the City of San Carlos and C/CAG in an amount not to exceed \$97,000.

PASSED, APPROVED, AND ADOPTED, THIS 13TH DAY OF MAY 2021.

Marie Chuang, Chair

AMENDMENT No. 9

AGREEMENT FOR PROFESSIONAL SERVICES BETWEEN THE CITY OF SAN CARLOS AND CITY/COUNTY ASSOCIATION of GOVERNMENTS OF SAN MATEO COUNTY

This Ninth Amendment to the Agreement for Professional Services is made and entered into as of July 1, 2021, by and between the City of San Carlos, hereinafter referred to as "CITY" and the City/County Association of Governments of San Mateo County, hereinafter referred to as "C/CAG".

WITNESSETH:

WHEREAS, on June 14, 2012, the City and C/CAG entered into an agreement for the performance of the agreed financial services by the City's Administrative Services Department through the Finance Division (the "Original Agreement"); and

WHEREAS, on July 1, 2013, the City and C/CAG executed Amendment One to the Agreement which adjusted the compensation, added background check requirement for certain City employees providing financial services to C/CAG, amended scope of services to include City serving as C/CAG's Controller with duties limited to making or contracting for an annual audit, and amending Notice delivery to Sandy Wong; and

WHEREAS, on July 1, 2014, the City and C/CAG executed Amendment Two to the Agreement which adjusted the compensation; and

WHEREAS, on July 1, 2015, the City and C/CAG executed Amendment Three to the Agreement which adjusted the compensation; and

WHEREAS, on July 1, 2016, the City and C/CAG executed Amendment Four to the Agreement which adjusted the compensation; and

WHEREAS, on July 1, 2017, the City and C/CAG executed Amendment Five to the Agreement which adjusted the compensation; and

WHEREAS, on July 1, 2018, the City and C/CAG executed Amendment Sixth to the Agreement which adjusted the compensation; and

WHEREAS, on July 1, 2019, the City and C/CAG executed Amendment Seventh to the Agreement which adjusted the compensation; and

WHEREAS, on July 1, 2020, the City and C/CAG executed Amendment Eighth to the Agreement which adjusted the compensation; and

WHEREAS, pursuant to Section B.3 set forth in Exhibit A of the Original Agreement, the City will provide financial services to C/CAG for a fixed annual fee and this fixed fee will be adjusted on an annual basis; and

WHEREAS, pursuant to Section B.6 set forth in Exhibit A of the Original Agreement, the City will bill an hourly rate excluding expenses for other services and special projects, and this rate should be adjusted annually based on the fully burdened hourly rate set for the fiscal year; and

WHEREAS, both parties now wish to amend Sections B.3 and B.6 of the Original Agreement.

NOW, THEREFORE, IT IS HEREBY AGREED BY THE PARTIES HERETO AS FOLLOWS:

1. C/CAG agrees to reimburse CITY for Financial Services. The fixed annual fee for FY 2021 (July 1, 2021 to June 30, 2022) will be adjusted from \$95,300 to \$97,000.
2. C/CAG agrees to reimburse CITY for other services and special projects. The fully burdened hourly rate for FY 2021 (July 1, 2021 to June 30, 2022) will be adjusted to \$186 per hour. Expenses are excluded from this rate and will be billed separately.
3. All other terms of the Original Agreement and Amendment One remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have caused this amendment to the Original Agreement between C/CAG and the City of San Carlos to be executed effective as of the date first above written.

CITY OF SAN CARLOS

DATE: _____

Jeff Maltbie, City Manager

C/CAG

DATE: _____

Marie Chuang, Chair

APPROVED AS TO FORM

DATE: _____

Gregory J Rubens, City Attorney

APPROVED AS TO FORM

DATE: _____

C/CAG Legal Counsel

C/CAG AGENDA REPORT

Date: May 13, 2021

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 21-32 authorizing the C/CAG Chair to execute a Master Agreement with the San Mateo County Express Lane Joint Powers Authority (SMCEL-JPA) for vendor services in support of the SMCEL-JPA.

(For further information please contact Sean Charpentier at scharpentier@smcgov.org)

RECOMMENDATION

That the C/CAG Board review and approve Resolution 21-32 authorizing the C/CAG Chair to execute a Master Agreement with the San Mateo County Express Lane Joint Powers Authority (SMCEL-JPA) for vendor services in support of the SMCEL-JPA.

FISCAL IMPACT

There is no fiscal impact associated approval of the Master Agreement. Future Vendor Supply Supplementals will identify the cost and sources of funding for those tasks. All C/CAG costs incurred by future Vendor Supply Supplementals will be reimbursed by the SMCEL-JPA.

BACKGROUND

C/CAG and the San Mateo County Transportation Authority (SMCTA) are founding members of the SMCEL-JPA. The SMCEL-JPA does not have its own staff, but rather C/CAG and the SMCTA provide the staffing. The Joint Exercise of Powers Agreement (JEPA) between C/CAG and the SMCTA outlines the staffing services provided by each of the founding members. According to Attachment A, subsection D of the Joint Exercise of Powers Agreement between the SMCTA and the City/County Association of Governments of San Mateo County, C/CAG provides the following staffing for the SMCEL-JPA.

1. Contracts and Procurement
 - a) Procure, manage, and maintain all JPA contracts and agreements.
 - b) Manage consultant work scope, cost, and schedule
 - c) Review and approve invoices, and submit to TA for payments.
 - d) Maintain contracts between JPA and other entities
2. Board Clerk and Support
 - a) Board support to the JPA, including agenda, notices, and records of meetings.

- b) Serve as the Board Clerk
- c) Manage public record requests
- d) Ensure Form 700s are completed and filed.

Occasionally, these services to be provided by C/CAG would be more efficiently provided by a vendor contracted by the C/CAG than a separate vendor selected by the SMCEL-JPA under a procurement process.

At this time, staff are not requesting the use of separate vendor services to provide staffing support to the SMCEL-JPA. If the need arises in the future, the SMCEL-JPA will approve a Vendor Contract Supplement that will set forth the agreed-upon scope of services to be provided by the subject vendors, the schedule for performance of vendor services, related fees, and the terms of payment. All future Vendor Contract Supplements are subject to review and approval by the SMCEL-JPA Board of Directors absent further delegation by the SMCEL-JPA Board of Directors. See Attachment 3 for a sample Vendor Contract Supplement.

Nothing in this Agreement shall inhibit or affect the C/CAG's responsibility for procuring the services covered by this Master Agreement and all associated Supplements. C/CAG will also be responsible for managing such vendor contracts.

The SMCEL-JPA approved the Master Agreement with C/CAG at the April 9, 2021 Board meeting. In addition, a similar Master Agreement between SMCEL-JPA and SMCTA was approved at the March 12, 2021 SMCEL-JPA Board meeting.

ATTACHMENTS

1. Resolution 21-32
2. Master Agreement for Vendor Contracting by C/CAG in Support of the San Mateo County Express Lanes Joint Powers Authority
3. Exhibit A: Sample Vendor Contract Supplement

RESOLUTION 21-32

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE A MASTER AGREEMENT WITH THE SAN MATEO COUNTY EXPRESS LANE JOINT POWERS AUTHORITY (SMCEL-JPA) FOR VENDOR SERVICES IN SUPPORT OF THE SMCEL-JPA.

RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG) that,

WHEREAS, pursuant to Attachment A, subsection D of the Joint Exercise of Powers Agreement between the SMCTA and C/CAG, C/CAG provides the Contracts and Procurement and Board Clerk and Support staffing for the SMCEL-JPA; and

WHEREAS, these services to be provided by C/CAG might occasionally be more efficiently provided by a vendor contracted by the C/CAG than a separate vendor selected by the SMCEL-JPA under a procurement process; and

WHEREAS, the Master Agreement between the SMCEL-JPA and C/CAG sets forth the process by which the SMCEL-JPA requests and the C/CAG will procure vendor services specifically to assist with C/CAG's staff support of the SMCEL-JPA, including when the Parties wish for the SMCEL-JPA to provide pre-payment for such services, C/CAG may propose such arrangement in a Vendor Contract Supplement (Exhibit A to the Master Agreement); and

WHEREAS, all future Vendor Contract Supplements are subject to review and approval by the SMCEL-JPA Board of Directors absent further delegation by the SMCEL-JPA Board of Directors, and where the Vendor Contract Supplements will set forth the agreed-upon scope of services to be provided by the subject vendors, the schedule for performance of vendor services, related fees, and the terms of payment; and

WHEREAS, the SMCEL-JPA approved a similar Master Agreement with the SMCTA at the March 12, 2021 Board meeting; and

WHEREAS, the SMCEL-JPA approved a Master Agreement with the C/CAG at the April 9, 2021 Board meeting; and

NOW THEREFORE BE IT RESOLVED, that the Board of Directors of the City/County Association of Governments of San Mateo County authorize the C/CAG Chair to execute a Master Agreement with the San Mateo County Express Lane Joint Powers Authority (SMCEL-JPA) for vendor services in support of the SMCEL-JPA, and further authorizes the C/CAG Executive Director to make minor clarifying edits, subject to approval by the C/CAG Legal Counsel, prior to execution by the Chair.

PASSED, APPROVED, AND ADOPTED, THIS THIRTEENTH DAY OF MAY, 2021.

Marie Chaung, Chair

**MASTER AGREEMENT FOR VENDOR CONTRACTING BY THE
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY IN
SUPPORT OF
THE SAN MATEO COUNTY EXPRESS LANES JOINT POWERS AUTHORITY**

THIS MASTER AGREEMENT ("Master Agreement") is entered into and effective as of this ____ day of _____, 2021 ("Effective Date") by and between the San Mateo County Express Lanes Joint Powers Authority, hereinafter referred to as "JPA," and the City/County Association of Governments of San Mateo County, hereinafter referred to as "C/CAG," together referred to as the "Parties."

WHEREAS, the San Mateo County Transportation Authority (TA) and City/County Association of Governments of San Mateo County ("C/CAG") approved, on May 2, 2019 and April 11, 2019, respectively, the Joint Exercise of Powers Agreement for the San Mateo County Express Lanes, which created the JPA pursuant to the California Joint Exercise of Powers Act to oversee the operations and administration of the San Mateo 101 Express Lanes Project ("Project"), and to jointly exercise ownership rights over the Project;

WHEREAS, the TA and C/CAG executed the First Amended and Restated Joint Exercise of Powers Agreement for the San Mateo County Express Lanes effective June 13, 2019 ("JPA Agreement");

WHEREAS, pursuant to Section 4.8 of the JPA Agreement, the TA and C/CAG have pledged to use their best efforts to provide staff resources to the JPA as may be required or requested by the JPA to carry out its purposes;

WHEREAS, the JPA Agreement, including specifically in the "Initial Staffing Model," establishes that C/CAG shall provide the Contracts and Procurement and Board Clerk and Support staffing services to the JPA;

WHEREAS, by Resolution 19-08, the JPA Board of Directors authorized the JPA to reimburse C/CAG for staffing services, based on invoices that specify the staff time, rates and actual expenses incurred, as well as supporting documentation;

WHEREAS, the JPA and C/CAG desire to enter into this Master Agreement to create a mechanism for the JPA to approve and fund vendor services performed by vendors under current or new contracts with the C/CAG, but performing services for the JPA at C/CAG's and JPA's mutual request; and

WHEREAS, the JPA and C/CAG desire to enter into Supplements to this Master Agreement for each vendor agreement entered into by the C/CAG hereunder ("Supplement").

NOW, THEREFORE, IT IS HEREBY AGREED BY THE PARTIES HERETO AS FOLLOWS:

1. Intent and Scope of Master Agreement

The Parties acknowledge that the JPA may occasionally require vendor or independent contractor services to assist C/CAG in providing contracts, procurement, Board Clerk, and Support staff services to the JPA in accordance with the model set forth in the JPA Agreement that are similar to services being provided to C/CAG by current or new vendors under contracts with C/CAG. The Parties further acknowledge that occasionally

these services would be more efficiently provided by a vendor contracted by C/CAG than a separate vendor selected by the JPA under a procurement process.

In cases where the JPA requests and C/CAG procures vendor services specifically to assist with C/CAG's staff support of the JPA, including when the Parties wish for the JPA to provide pre-payment for such services, C/CAG may propose such arrangement in a Supplement to this Master Agreement. All Supplements are subject to review and approval by the JPA Board of Directors absent further delegation by the JPA Board of Directors. Supplements will set forth the agreed-upon scope of services to be provided by the subject vendors, the schedule for performance of vendor services, related fees, and the terms of payment.

Nothing in this Agreement shall inhibit or affect C/CAG's responsibility for procuring the services covered by this Master Agreement and all associated Supplements. C/CAG also will be responsible for managing such vendor contracts.

A sample Supplement is attached as Exhibit A to this Master Agreement.

2. TERM AND TERMINATION

This Agreement commences on the _____ and will continue for so long as C/CAG provides services to the JPA under the Initial Staffing Model, unless otherwise terminated or extended by agreement of the Parties. Supplements may be retroactive to before the effective date of this Master Agreement.

3. OWNERSHIP OF WORK

Any work product created pursuant to a written request of the JPA or under a Supplement will be owned by the JPA. Drafts and copies of such work product may be retained by C/CAG for use in providing staffing support to the JPA.

4. INDEMNITY

C/CAG will indemnify and hold harmless the JPA, its officers, agents and employees from and against all claims, injury, suits, demands, liability, losses, and damages (including any and all costs and expenses in connection therewith), incurred by reason of any negligent or otherwise wrongful act or omission of C/CAG, its officers, employees, or agents, or any of them, under or in connection with this Master Agreement and all Supplements. C/CAG further agrees to defend, with counsel acceptable to the JPA, any and all such actions, suits, or claims and pay all reasonable charges of attorneys and all other costs and expenses arising therefrom or incurred in connection therewith; and if any settlements are reached, or judgments are rendered, against the JPA or any of the other individuals enumerated above in any such action, C/CAG will, at its expense, satisfy and discharge the same.

C/CAG will require each vendor hired under this Master Agreement and all Supplements to similarly indemnify the JPA with respect to claims, injuries, suits, demands, liability, losses or damages incurred by reason of any negligent or otherwise wrongful act or omission of the vendor.

The JPA will indemnify and hold harmless C/CAG, its officers, agents and employees from and against all claims, injury, suits, demands, liability, losses, and damages (including any and all costs and expenses in connection therewith), incurred by reason of any negligent or otherwise wrongful act or omission of the JPA, its officers,

employees, or agents, or any of them, under or in connection with this Master Agreement and all Supplements. The JPA further agrees to defend, with counsel acceptable to C/CAG, any and all such actions, suits, or claims and pay all reasonable charges of attorneys and all other costs and expenses arising therefrom or incurred in connection therewith; and if any settlements are reached, or judgments are rendered, against C/CAG or any of the other individuals enumerated above in any such action, the JPA will, at its expense, satisfy and discharge the same.

This section shall survive termination or expiration of this Master Agreement.

5. AMENDMENTS

Any changes to this Master Agreement must be incorporated in written amendments executed by or on behalf of C/CAG and the JPA.

6. INSURANCE

C/CAG shall obtain from vendors engaged under this Master Agreement and any Supplement, and provide proof of upon demand, the insurance required under the following paragraphs:

- (a) Worker's Compensation and Employer's Liability Insurance. Workers' Compensation and Employer's Liability Insurance providing full statutory coverage.
- (b) Liability Insurance. General Liability coverage of no less than \$1,000,000 per occurrence; Commercial Auto with a liability combined single limit of no less than \$1,000,000; and Director & Officers insurance with coverage of no less than \$1,000,000 per occurrence.

The JPA and its officers, directors, agents, employees and servants shall be named as additional insureds such policies of insurance, which shall also contain a provision that the insurance afforded thereby to the JPA, its officers, directors, agents, employees and servants shall be primary insurance to the full limits of liability of the policy, and that if the JPA or its officers, directors, and employees have other insurance against the loss covered by such a policy, such other insurance shall be excess insurance only.

In the event of the breach of any provision of this section, or in the event any notice is received which indicates any required insurance coverage will be diminished or canceled, the JPA at its option, may, notwithstanding any other provision of this Agreement to the contrary, immediately declare a material breach of the subject Supplement and suspend all further work and payments thereunder.

7. COMPLIANCE WITH LAWS; PAYMENT OF PERMITS/LICENSES

All services to be performed by and for C/CAG and JPA pursuant to this Master Agreement and all Supplements shall be performed in accordance with all applicable Federal, State, County, and municipal laws, ordinances and regulations. Such services shall be performed in accordance with appropriate licensure, certification regulations, provisions pertaining to confidentiality of records, and applicable quality assurance regulations. In the event of a conflict between the terms of this Master Agreement and State, Federal, County, or municipal law or regulations, the requirements of the applicable law will take precedence over the requirements set forth in this Master Agreement.

8. NON-DISCRIMINATION

No person shall be excluded from participation in, denied benefits of, or be subject to discrimination under this Master Agreement or any Supplement on the basis of their race, color, religion, national origin, age, sex, sexual orientation, pregnancy, childbirth or related conditions, medical condition, mental or physical disability or veteran's status. C/CAG shall ensure full compliance with federal, state and local laws, directives and executive orders regarding non-discrimination for all employees and vendors under this Master Agreement and all Supplements.

9. RETENTION OF RECORDS, RIGHT TO MONITOR AND AUDIT

C/CAG shall maintain all records related to performance of each Supplement Agreement until at least three (3) years after C/CAG and/or JPA makes final payment to vendors and all other related pending matters are closed. Such records shall be subject to the examination and/or audit of JPA.

C/CAG shall comply with all program and fiscal reporting requirements set forth by appropriate Federal, State and local agencies, and as required by JPA.

Upon reasonable notice, C/CAG agrees to provide to the JPA, to any Federal or State department having monitoring or review authority, to JPA's authorized representatives, and/or to their appropriate audit agencies, access to and the right to examine all records and documents necessary to determine compliance with relevant Federal, State, and local statutes, rules and regulations, and this Master Agreement and all Supplements, and to evaluate the quality, appropriateness and timeliness of services performed.

10. MERGER CLAUSE

This Master Agreement and any Supplements constitute the sole Agreement of the Parties hereto and correctly states the rights, duties, and obligations of each party as of this document's date. Any prior agreement, promises, negotiations, or representations between the Parties not expressly stated in this document are not binding. All subsequent modifications and Supplements to this Master Agreement must be in writing and signed by the Parties.

11. CONTROLLING LAW

This Master Agreement and all Supplements, and the rights and duties thereunder, shall be governed by the laws of the State of California.

12. NOTICES

All notices or other communications to either party by the other shall be made in writing and delivered or mailed to such party at their respective addresses as follows:

In the case of JPA, to:

Attention:

Chair, San Mateo County Express Lanes Joint Powers Authority

With copies to:

Executive Director

San Mateo County Transportation Authority

1250 San Carlos Ave., San Carlos, CA 94070

Executive Director,
City/County Association of Governments of San Mateo County
555 County Center, Redwood City, CA 94063

In the case of C/CAG, to:

Attention: Executive Director
City/County Association of Governments (C/CAG)
County Office Building, Fifth Floor
555 County Center
Redwood City, CA 94063

The address to which mailings may be made may be changed from time to time by notice mailed as described above. Any notice given by mail shall be deemed given on the day after that on which it is deposited in the United States Mail for delivery to the addresses provided above.

13. INDEPENDENT CONTRACTOR

The relationship of the Parties to this Agreement is that described in the JPA Agreement. Neither Party to this Agreement shall contend that such relationship is altered by virtue of this Agreement or its terms.

14. ASSIGNMENT

Neither party shall assign, transfer, or otherwise substitute its interest or obligations in this Master Agreement or any Supplement without the prior written consent of the other party.

IN WITNESS WHEREOF, the Parties hereto, by their duly authorized representatives, have executed this Master Agreement by the day and year first written above.

**City/County Association of Governments
Of San Mateo County (C/CAG)**

**SAN MATEO COUNTY EXPRESS LANES
JOINT POWERS AUTHORITY**

Marie Chuang, C/CAG Chair

Don Horsley, JPA Chair

Approved as to form:

Attorney for C/CAG

Attorney for the JPA

EXHIBIT A: Sample Supplement for Vendor Contract Arrangement

EXHIBIT A: SAMPLE VENDOR CONTRACT SUPPLEMENT

C/CAG VENDOR CONTRACT SUPPLEMENT #____

Vendor Name: *[Insert Company name]*

C/CAG Contract Number: *[Contract Number]*

**C/CAG Work Directive/
Purchase Order Number :** *[WD/PO Number, if applicable]*

C/CAG Project Manager: *[Name, Title, Phone, email]*

Notice to Proceed Date: *[Date]*

Payments to be made by JPA to: *[Name of Payee]*

Description and Scope of Work:

[Describe the overall work to be completed in support of the JPA. If part of a larger project, identify the specific work to be provided by the vendor. If part of a larger C/CAG contract, describe the overall contract scope and the scope of the work to be performed for the JPA. Attach work directive requests for proposals or similar documentation if available.]

Scope of Work Schedule:

	<u>Begin</u>	<u>End</u>
<i>[Part 1]</i>	MM/YY	MM/YY
<i>[Part 2]</i>	MM/YY	MM/YY
<i>[Part 3]</i>	MM/YY	MM/YY
<i>[Part 4]</i>	MM/YY	MM/YY
<i>[Part 5]</i>	MM/YY	MM/YY

Scope of Work Budget:

[Include basis of invoices (e.g., milestone payments, time and materials, fixed fee), component estimates, overall contract/work directive amount, any included contingency amount]

Payment Terms:

[Include plan for paying vendor invoices (e.g., whether C/CAG or JPA will pay to vendor), timing of required payments. If C/CAG will pay the vendor, include timing for JPA pre-payment or reimbursement payments to C/CAG and any associated conditions.]

Transmittal of Payments:

[Include details of how payments are to be made, e.g., wire or check to what account or address.]

JPA Approval: Resolution *[Insert Number]*

**CITY/COUNTY ASSOCIATION OF
GOVERNMENTS (C/CAG)**

**SAN MATEO COUNTY
EXPRESS LANES JOINT
POWERS AUTHORITY**

Name: _____

Name: _____

Title: _____

Title: _____

Date: _____

Date: _____

C/CAG AGENDA REPORT

Date: May 13, 2021

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and accept the Measure M Fiscal Year 2019/20 Performance Report.

(For further information, contact Kim Wever at kwever@smcgov.org)

RECOMMENDATION

That the C/CAG Board review and accept the Measure M Fiscal Year 2019/20 Performance Report.

FISCAL IMPACT

There is no financial impact associated with the report preparation. In fiscal year 2019/20, the actual revenue received under the Measure M program was \$7,185,955.

SOURCE OF FUNDS

Measure M - \$10 Vehicle Registration Fee (VRF)

BACKGROUND

The C/CAG sponsored Measure M, approved by the voters of San Mateo County in 2010, imposes an annual fee of ten dollars (\$10) on motor vehicles registered in San Mateo County for transportation-related traffic congestion and water pollution mitigation programs. It was estimated that Measure M would generate approximately \$6.7 million annually and \$167 million total over the 25-year period between May 2011 and May 2036. Per the Expenditure Plan, 50% of the net proceeds will be allocated to cities/County for local streets and roads and 50% will be used for Countywide Transportation Programs such as transit operations/senior mobility, intelligent transportation system (ITS)/Smart Corridors, safe routes to school (SRTS), and stormwater pollution prevention.

In May 2016, the Board adopted Resolution 16-11 authorizing the approval of the Fiscal Year 2017-2021 Measure M 5-Year Implementation Plan. Assuming an estimated annual Measure M revenue of \$6.7 million, the table below contains a list of countywide programs, their respective allocation percentages, and estimated annual and five-year revenues. Actual revenues vary yearly.

Measure M 5-Year Implementation Plan
Fiscal Year 2017/18 – 2020/21

Program Description	Allocation	Annual Revenue (Million)	5-Year Revenue (Million)
▪ Program Administration	5% of total revenue	\$0.34	\$1.70
<i>Net Available for Programs (after Program Administration deduction)</i>			
▪ Local Streets and Roads	50%	\$3.18	\$15.90
▪ Transit Operations and/or Senior Transportation	22%	\$1.40	\$7.00
▪ Intelligent Transportation System (ITS) and Smart Corridors	10%	\$0.64	\$3.18
▪ Safe Routes to Schools (SRTS)	6%	\$0.38	\$1.90
▪ National Pollutant Discharge Elimination System (NPDES) and Municipal Regional Permit (MRP)	12%	\$0.76	\$3.82
Total Revenue		\$6.70	\$33.50

The Measure M Fiscal Year 2019/20 Performance Report was presented to the Congestion Management Program Technical Advisory Committee (TAC) on April 15th, 2021 and the Congestion Management and Environmental Quality Committee (CMEQ) on April 26th, 2021. Both the TAC and CMEQ Committees reviewed and recommended acceptance of the Measure M Fiscal Year 2019/2020 Performance Report. Staff requests that the C/CAG Board reviews the report and accepts it.

ATTACHMENTS

1. Measure M Fiscal Year 2019/20 Performance Report (May 2021)

MEASURE M - \$10 VEHICLE REGISTRATION FEE
FISCAL YEAR 2019-20 ANNUAL PERFORMANCE REPORT

May 2021

REVENUE

The Fiscal Year 2019-20 period starts July 1, 2019 and ends on June 30, 2020. As part of the latest 5-Year Implementation Plan (FY 2017-18 – 2020-21), the annual program budget is estimated at \$6.7 million with average monthly revenue of \$560,000. The actual total revenue received during the Fiscal Year 2019-20 is \$7,185,755. The following *Table 1: Actual Revenue and Administration Allocation* summarizes the actual revenue received by C/CAG as of June 30, 2020, accrued interest income for FY 2019-20 and total revenues by program to date. The amount allocated to the various programs is the total revenue received, excluding interest earned and after subtracting 5% of the total revenues for program administration purposes, as summarized below.

Funds allocated under Administration pays for program management and administration activities. Per the adopted Measure M 5-Year Implementation Plan, unexpended allocation for program administration will be reallocated to the countywide programs in future years. In April 2020, the C/CAG Board approved Resolution 20-09 approving the reallocation of Measure M accumulated interest (\$686,885) and unspent administration (\$1,220,237) funds from inception to June 30, 2019. The reallocation of \$1,907,122 in combined accumulated interest and unspent administration funds will be distributed in FY2020/21 to the local jurisdictions and the countywide programs using the allocation percentages from the Measure M 5-Year Implementation Plan (FY 2017-18 – 2020-21).

TABLE 1: ACTUAL REVENUE AND ADMINISTRATION ALLOCATION

REVENUE		FY 2019-20	Total to Date²
Total Vehicle Registration Fee(VRF) Collected		\$7,189,349	\$66,178,118
DMV fees		(\$3,595)	(\$88,161)
Total Revenue To C/CAG¹		\$7,185,955	\$66,089,958
ADMINISTRATION		FY 2019-20	Total to Date
Program Administration	5%	(\$359,288)	(\$3,304,498)
County Assessors Election Costs			(\$549,527)
Net Available for Programs		\$6,826,467	\$62,785,460

1) Interest not included in distribution (Accrued Interest for FY 2019-20: \$354,857)

2) Total to Date is shown for information only and includes amounts from inception to June 30, 2020

Per the Expenditure Plan, 50% of the net proceeds will be allocated to cities/County for local streets and roads and 50% will be used for Countywide Transportation Programs such as transit operations/senior mobility, intelligent transportation system (ITS)/Smart Corridors, safe routes to school (SRTS), and stormwater pollution prevention. In May 2016, the Board adopted Resolution 16-11 authorizing the approval of the Measure M 5-Year Implementation Plan (FY 2017-18 – 2020-21). *Table 2: Allocation*

and Actual Expenditures below contains the list of programs, their respective allocation percentages and distribution, after subtracting five percent for program administration, and the actual expenditure for each program category summarized.

TABLE 2: ALLOCATION AND ACTUAL EXPENDITURES

ALLOCATION		FY 2019-20	Total to Date*
Jurisdictions	50%	\$3,413,233	\$31,392,730
<i>Local Streets and Roads (Traffic Congestion Management/Stormwater Pollution Prevention)</i>			
Countywide Transportation Programs			
A) Transit Operations/Senior Programs	22%	\$1,501,823	\$13,812,801
B) ITS / Smart Corridor	10%	\$682,647	\$6,278,546
C) Safe Routes to School	6%	\$409,588	\$3,767,128
D) Stormwater Program (NPDES and MRP admin and projects)	12%	\$819,176	\$7,534,255
Total Allocation		\$6,826,467	\$6,826,467

EXPENDITURES		FY 2019-20	Total to Date
Administration		\$189,637	\$1,914,610
Jurisdictions		\$3,555,402	\$27,825,211
<i>Local Streets and Roads (Traffic Congestion Management/Stormwater Pollution Prevention)</i>			
Countywide Transportation Programs			
A) Transit Operations/Senior Programs		\$1,405,801	\$13,040,709
B) ITS / Smart Corridor		\$0	\$1,702,409
C) Safe Routes to School		\$373,103	\$2,404,080
D) Stormwater Program (NPDES and MRP admin and projects)		\$766,006	\$7,117,734
Total Expenditures		\$6,765,203	\$58,746,582

*Total to Date is shown for information only and includes amounts from inception to June 30, 2020

Local Streets and Roads

Funds for local streets and roads are allocated to jurisdictions for expenditures related to traffic congestion management and/or stormwater pollution prevention related activities. Allocations are issued biennially for funds collected from July to December and from January to June of each fiscal year, after funds are collected for each six-month period. For the Fiscal Year 2019-20, C/CAG has collected \$3.4 million for the program. Local jurisdictions submitted reimbursement requests in the amount of \$3.7 million, using carryovers saved from previous years. Forty-three percent (43%) of the total distribution were reimbursed to jurisdictions for street resurfacing and congestion management related projects, and 57% of the funds were spent on stormwater pollution prevention related activities. The stormwater pollution prevention activities include street sweeping, storm drain inlet cleaning, and Municipal Regional Permit (MRP) compliance. *Table 3: Local Streets and Roads Allocation and Reimbursements* below shows the total allocations and reimbursements (through December 18, 2020).

TABLE 3: LOCAL STREETS AND ROADS ALLOCATION AND REIMBURSEMENTS

Jurisdiction	%	FY 2019-20 Allocation	Reallocation of Interest & Admin ¹	Streetlight Subscription ²	Reimbursements ³		
					Stormwater	Traffic	Total
ATHERTON	2.20%	\$ 75,000	\$ 16,520	\$ (5,146)		\$ (86,374)	\$ (86,374)
BELMONT	3.35%	\$ 114,449	\$ 34,083		\$ (78,894)	\$ (69,638)	\$ (148,532)
BRISBANE	2.20%	\$ 75,000	\$ 9,509		\$ (73,763)		\$ (73,763)
BURLINGAME	3.74%	\$ 127,667	\$ 36,608	\$ (12,868)	\$ (151,408)		\$ (151,408)
COLMA	2.20%	\$ 75,000	\$ 3,057				
DALY CITY	9.51%	\$ 324,717	\$ 98,933			\$ (399,420)	\$ (399,420)
EAST PALO ALTO	2.81%	\$ 95,792	\$ 28,267	\$ (12,868)			
FOSTER CITY	3.23%	\$ 110,256	\$ 36,048	\$ (12,868)		\$ (72,845)	\$ (72,845)
HALF MOON BAY	2.20%	\$ 75,000	\$ 17,611				
HILLSBOROUGH	2.85%	\$ 97,118	\$ 27,679			\$ (124,797)	\$ (124,797)
MENLO PARK	4.60%	\$ 157,075	\$ 46,056		\$ (194,987)		\$ (194,987)
MILLBRAE	2.78%	\$ 94,905	\$ 27,458	\$ (12,868)	\$ (109,495)		\$ (109,495)
PACIFICA	4.69%	\$ 160,027	\$ 46,874		\$ (165,180)	\$ (15,994)	\$ (181,174)
PORTOLA VALLEY	2.20%	\$ 75,000	\$ 13,367				
REDWOOD CITY	9.11%	\$ 310,920	\$ 97,622		\$ (408,542)		\$ (408,542)
SAN BRUNO	4.82%	\$ 164,559	\$ 48,474	\$ (12,868)	\$ (100,101)	\$ (100,101)	\$ (200,201)
SAN CARLOS	4.08%	\$ 139,267	\$ 40,240			\$ (179,507)	\$ (179,507)
SAN MATEO	11.31%	\$ 386,063	\$ 114,261	\$ (20,588)	\$ (153,736)	\$ (326,000)	\$ (479,736)
SOUTH SAN FRANCISCO	7.64%	\$ 260,718	\$ 75,213	\$ (20,588)	\$ (186,366)	\$ (128,978)	\$ (315,344)
WOODSIDE	2.20%	\$ 75,000	\$ 19,392			\$ (94,392)	\$ (94,392)
SAN MATEO COUNTY	12.30%	\$ 419,699	\$ 116,289	\$ (20,588)	\$ (515,400)		\$ (515,400)
Total	100%	\$ 3,413,233	\$ 953,561	\$ (131,250)	\$ (2,137,870)	\$ (1,598,045)	\$ (3,735,915)

1) On September 22, 2020, the 2nd half FY 2019-20 allocation letter to jurisdictions included additional funds from the reallocation of accumulated interest and unspent administration funds (from inception through FY 2018-19) approved by C/CAG Board in April 2020.

2) The one-time deduction for first year Streetlight data subscription fees was selected by the jurisdictions when the Streetlight Subscription Memorandum of Understanding was executed.

3) Reimbursements includes balances from previous year's allocations.

Countywide Transportation Programs

A) Transit Operations/Senior Mobility Programs

Funds for this category are currently used for paratransit (disabled and senior) service and senior mobility programs.

C/CAG provides the San Mateo Transit District (SamTrans) \$1.4 million annually to partially fund the RediWheels and senior mobility programs. SamTrans' annual paratransit service budget is over \$19 million. The programs are summarized as follows:

- Senior Mobility Program promotes and coordinates community transit; provides rides through community-based transportation; encourages the use of transit; provides information and assistance of older drivers; and promotes improvements to remove barriers to pedestrian activities by older adults.
- The RediWheels program is a fixed-route paratransit service for persons with disabilities who cannot independently use regular SamTrans bus service. The RediWheels service is provided on the bayside of the County (RediCoast on the coast side). SamTrans offers paratransit customers a financial incentive to use the services by allowing ADA (American with Disabilities Act) certified customers and personal care attendants to ride all regular fixed-route SamTrans trip without paying a fare.

Table 4: Rediwheels Performance Measures below provides the performance measures used to assess effectiveness of the RediWheels program regarding ridership and contractor.

TABLE 4: REDIWHEELS PERFORMANCE MEASURES

Shuttle Service	FY 2019-20
Total Revenue Hours ¹	31,631
Total Ridership (one-way trips)	58,392
Individual Riding ²	1,660
Cost Per Rider	\$82.19
Contractor [Industry standard/goal]	FY 2019-20
Productivity (Passengers/hr.) [1.7]	1.85
On Time Performance [90%]	93%
Miles between preventable accidents [70,000]	73,388
Complaints per thousand riders [2.5]	0.69
Telephone hold time (minutes) [1.5]	0.68

1) Quarterly

2) Number of enrolled individual RediWheels users who rode

In addition to providing funds to RediWheels, C/CAG has allocated up to \$100,000 in Measure M Transit Operations and Senior Mobility program funding to supplement funding C/CAG received from the Metropolitan Transportation Commission (MTC) to update two of the County's Community-Based Transportation Plans (CBTP). CBTPs are designed specifically to identify transportation needs in designated Communities of Concern, including areas with concentrated populations of low income, limited English proficiency, minority, zero vehicle households, seniors, disabled, single parent households or severely rent-burdened households.

B) Intelligent Transportation System (ITS)/Smart Corridor

Funds are being accumulated under this program category to be used for the San Mateo County Smart Corridor project construction and maintenance, in addition to funding other countywide ITS projects. The Smart Corridor project deploys and integrates ITS elements, including communication network, signal system upgrade, signage and close circuit television cameras along state routes (El Camino Real) and major local arterial streets. The Smart Corridor project enables Caltrans and local cities to implement strategies to manage recurring and non-recurring traffic congestion to reduce delays and improve mobility. The project also creates an opportunity for agencies to share traffic data to improve cross-jurisdictional coordination and provide transit signal priority at key intersections. The initial project extends from I-380 to the Santa Clara County line and includes local arterials connecting US 101 and SR 82 (El Camino Real).

C/CAG is extending the Smart Corridor project to the northern part of San Mateo County. The City of South San Francisco segment was being designed. Construction for the South San Francisco project is anticipated to begin in FY 2020-21. C/CAG also worked on obtaining environmental clearance and project approval for the northern cities segment, covering the City of Brisbane, City of Daly City and Town of Colma. This segment will move into design phase in FY 2020-21. For FY 2019-20, Measure M funds were being reserved to cover upcoming construction expenses for the South San Francisco and northern cities segment. Maintenance cost during the FY 2019-20 was approximately \$320,000, which included preventative maintenance activities and repairs of the communication network and equipment.

As the Smart Corridor system devices age, maintaining a healthy upgrade plan to ensure proper functionality and features is critical. In FY2020-21, C/CAG will be embarking on an effort to develop a Smart Corridor Device Replacement Plan to guide the agency in determining the order of device replacement, the interval of replacement, and the appropriate allocation of funding towards the capital upgrade. Measure M funds will be directed for replacement and/or deployment new equipment in the corridor.

C) Safe Routes to School (SRTS)

The San Mateo County SRTS Program is a countywide effort to promote activities that increase the number of students walking, biking and carpooling to schools as ways of promoting students' health and fitness, in addition to reducing traffic congestion around schools and improving air quality. The program focuses on non-infrastructure project outreach activities such as education, encouragement, and evaluation. C/CAG subcontracts to the San Mateo County Office of Education (COE) for the day-to-day program management. The overall SRTS Program, funded by Congestion Management Air Quality (CMAQ) funds, were programmed through the MTC One Bay Area Grant Program, with matching funds from Measure M. Measure M funds contributes to overall program administration expenses, indirect costs incurred by COE, and direct grants to the schools.

The FY 2019-20 program was based on the comprehensive 6 E's model: education, encouragement, engineering, engagement, evaluation, and equity. These activities were delivered via school assemblies, bicycle and pedestrian rodeos, bike clubs, family bike nights, walking school buses, bike trains,

International Walk to School Day, National Bike to School Day, Golden Sneaker Contests, and more. One hundred and seventeen schools from 13 districts participated in the program.

The COVID-19 pandemic affected the FY 2019-20 program. Students were required to stay home, which shifted safe routes to school to safe routes to anywhere. COE led county-wide partnerships to provide innovative and inclusive programming for children learning at home. Those virtual events included Safe Routes to Zoom, Story Time with Safe Routes to School, Teddy Bear Challenge, and videos for the SMCOE YouTube.

Table 5: Safe Routes to School FY2019-20 Report Numbers below shows a summary of participants and types of activities provided are as follows:

TABLE 5: SAFE ROUTES TO SCHOOL FY 2019-20 REPORT NUMBERS

Participation	Total
School Districts	13
Individual Schools	117
Activities/Events	Total
Educational Bicycle Rodeos	8
Assemblies and Classes	166
Encouragement Events	130
Walk and Bike Audits	4
Walk and Bike to School Route Maps	6

Due to the pandemic, the student travel tally data collected during the 2019-20 school year is not significant enough to report. The parent/caregiver survey took place pre-pandemic and surveyed 1,578 people from 13 school districts. *Table 6: The Parent/Caregiver Survey for 2019-20 School Year* indicates the below mode split:

TABLE 6: THE PARENT/CAREGIVER SURVEY FOR 2019-20 SCHOOL YEAR

Travel Mode	Students living more than ½ mile from school	Students living ½ mile or less from school
Family Vehicle	56.47%	29.77%
Walk	14.47%	62.47%
Bike	9.47%	5.03%
City Bus/Transit	5.88%	0.21%
School Bus	2.18%	0.42%
Carpool	5.01%	0.21%
Drives Self (High School student)	4.68%	0.21%
Takes a Car Service (Uber, Lyft, etc.)	0.11%	0.00%
Other (scooter, skateboard, etc.)	1.74%	1.68%

D) Stormwater (National Pollutant Discharge Elimination System (NPDES) and Municipal Regional Permit (MRP))

Funds accumulating under this program category are designated for pollution mitigation programs and projects, as allowed under Measure M's authorizing legislation, Government Code Section 65089.20. C/CAG utilizes Measure M funding (\$4 million from FY 2016-17 to FY 2020-21, approximately \$800k annually) for consultant support in meeting Municipal Regional Permit (MRP) requirements. Those requirements include the following technical support activities: water quality monitoring, mercury/PCBs controls, trash load reduction, public information and outreach, general education/training/guidance/regional involvement & coordination, and annual reporting. Overall, Measure M funds in this program category have helped ensure C/CAG's member agencies stay in compliance with requirements in the MRP, and to specifically address roadway related pollutants where applicable. C/CAG performs all the mandated water quality monitoring in San Mateo County, most of stormwater-related public education and outreach, and significant efforts to support member agencies in achieving mandated reductions in mercury and PCBs (polychlorinated biphenyls), trash, and urban pesticides. In addition, Measure M funds support C/CAG's consultant efforts to educate and train member agency staffs in implementing their local stormwater control programs, as well as support annual reporting of regional, countywide, and local stormwater management efforts.

In Fiscal Year 2019-20, funds supported seven technical subcommittees, four training workshops, performance of 560 on-land visual assessments at 236 sites to verify effectiveness of member agency trash load reduction actions and achieving the MRP mandated 80% reduction of trash levels across jurisdictions from the 2009 baseline levels. Funds also contributed to completing and submitting the Pollutant Control Measures Implementation Plan and Reasonable Assurance Analysis for San Mateo County to evaluate the estimated infrastructure needs and costs of achieving the PCBs and Mercury San Francisco Bay Total Maximum Daily Load (TMDL) waste load allocations. In addition, funds supported the completion of the first year of implementation and reporting for local programs to manage PCBs in building materials during demolition, collection and analysis of water and sediment samples throughout the county, and the review of all 21 member agency annual reports. *Table 7: Stormwater Expenditure Breakdown* below shows the typical % of expenditures for Fiscal Year 2019-20.

TABLE 7: STORMWATER EXPEDITURE BREAKDOWN

Area of Support/Permit Provision	Typical % of Expenditures
Water quality monitoring	38
Mercury/PCBs controls/Reasonable Assurance Analysis	17
Trash load reduction	10
Green infrastructure planning	16
General education, trainings, and guidance, and regional involvement & coordination	17
Annual reporting	2
Total	100

C/CAG AGENDA REPORT

Date: May 13, 2021

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 21-25 authorizing the C/CAG Chair to execute Amendment No. 2 to four (4) on-call contracts for technical support to the Countywide Water Pollution Prevention Program, extending the term through September 2022, and waiving the Request for Proposals process.

(For further information or questions, contact Matthew Fabry at mfabry@smcgov.org)

RECOMMENDATION

That the C/CAG Board review and approve Resolution 21-25, authorizing the C/CAG Chair to execute Amendment No. 2 to on-call contracts with Eisenberg, Olivieri, & Associates, Larry Walker & Associates, S. Groner Associates, and Urban Rain Design for technical support to the Countywide Water Pollution Prevention Program, extending the term through September 2022, and waiving the Request for Proposals process.

FISCAL IMPACT

Extending the on-call contract term does not have a fiscal impact. If approved, staff will bring task orders for consultant services in Fiscal Year 2021-22 for Board consideration at the June 2021 meeting. Task orders would be limited to available funds within the Countywide Stormwater Program budget that the Board will consider approving as part of the overall C/CAG budget in June.

SOURCE OF FUNDS

Countywide stormwater fees assessed via property tax bills and the portion of Measure M vehicle registration fees dedicated to the countywide stormwater program.

BACKGROUND

C/CAG utilizes technical consultants to support the Countywide Water Pollution Prevention Program (Countywide Program) in order assist member agencies in meeting requirements of the Municipal Regional Stormwater Permit (MRP). In August 2015, C/CAG approved Resolution 15-21 authorizing ten (10) on-call contracts for a three-year period with firms qualified to provide support services to the Countywide Program. Staff subsequently issued a Request for Proposals to those ten firms for the purposes of issuing annual Task Orders for the three-year contract duration. In February 2018, C/CAG approved Resolution 18-02, extending four of the on-call contracts for three additional years, through September 2021. The four on-call contracts are with the following firms: 1) Eisenberg, Olivieri, & Associates (EOA), 2) Larry Walker & Associates (LWA), 3) S. Groner Associates (SGA), and 4) Urban Rain Design. Staff has continued to issue annual task orders to these firms, with

C/CAG Board approval, to provide technical support services to the Countywide Program.

All of C/CAG's member agencies are permittees under the MRP. Pursuant to federal requirements, the MRP is issued for five-year terms, and the current permit term ended in December 2020. Staff at the San Francisco Bay Regional Water Quality Control Board (Water Board) administratively extended the current MRP term until a new permit is adopted, so C/CAG's member agencies continue to be held to the existing permit's requirements while actively negotiating with Water Board staff on the next five-year set of requirements. Water Board staff issued an Administrative Draft of the new MRP in February 2021 and anticipates release of a formal public review draft in summer with potential adoption consideration by the Water Board this December. The planned start date of the new permit term is July 1, 2022, which allows permittees and the Countywide Program to budget accordingly for requirements starting in Fiscal Year 2022-23.

EOA provides support to the Countywide Program for seven of the eight subcommittees, implements annual training programs for member agency staff, supports member agencies in documenting annual trash load reductions, performs all of the required countywide water quality monitoring activities, supports C/CAG and member agencies on efforts to reduce discharge of mercury and PCBs (polychlorinated biphenyls) to San Francisco Bay, and develops C/CAG's annual report. LWA supports the Countywide Program's water quality and quantity modeling efforts and development and implementation of the countywide green infrastructure tracking tool. SGA supports the Countywide Program's public outreach and education efforts. Urban Rain Design supports the Countywide Program on green infrastructure guidance and outreach efforts.

Given the delays in reissuing the MRP, ongoing compliance efforts, out-of-phase Water Year timing for water quality monitoring (Oct 1-Sept 30), the need for annually documenting C/CAG's compliance support activities in September of each year, and the ongoing satisfactory performance of the four existing consultants, staff recommends the C/CAG Board waive the Request for Proposals process in accordance with C/CAG's procurement policy and extend the contracts with EOA, LWA, SGA, and Urban Rain Design for one additional year through September 2022. This period will cover the remainder of the administratively extended MRP term and the September 30, 2022 annual report documenting C/CAG's support activities during Fiscal Year 2021-22. Extending the contracts ensures uninterrupted support and allows C/CAG to take advantage of the unique skills and knowledge the existing technical support consultants have regarding the ongoing, multi-year compliance support activities, as described above. Staff intends to initiate a competitive procurement process in early 2022, after the new permit is adopted, to enable solicitation of proposals that reflect the new set of requirements for the subsequent five-year period. Staff anticipates having new technical support contracts for C/CAG Board consideration in June 2022.

Upon approval of the contract amendments, staff will bring for C/CAG Board consideration in June proposed task orders for technical support services in Fiscal Year 2021-22, consistent with the Countywide Program's available resources in the 2021-22 C/CAG budget.

ATTACHMENTS

1. Resolution 21-25
2. Amendment No. 2 to contract with EOA
3. Amendment No. 2 to contract with LWA
4. Amendment No. 2 to contract with SGA
5. Amendment No. 2 to contract with Urban Rain Design

RESOLUTION 21-25

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE AMENDMENT NO. 2 TO FOUR (4) ON-CALL CONTRACTS FOR TECHNICAL SUPPORT TO THE COUNTYWIDE WATER POLLUTION PREVENTION PROGRAM, EXTENDING THE TERM THROUGH SEPTEMBER 2022, AND WAIVING THE REQUEST FOR PROPOSALS PROCESS

RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG); that,

WHEREAS, C/CAG administers a Countywide Water Pollution Prevention Program and requires outside consulting services to provide technical assistance to its member agencies to meet mandated requirements of the San Francisco Bay Regional Water Quality Control Board's (Water Board) Municipal Regional Permit (MRP); and

WHEREAS, the C/CAG Board approved Resolution 15-21, authorizing execution of three-year on-call technical support agreements with multiple consultants, including Eisenberg, Olivieri, & Associates (EOA), Larry Walker & Associates (LWA), S. Groner Associates (SGA), and Urban Rain Design; and

WHEREAS, the C/CAG Board approved Resolution 18-02 extending the on-call agreements with EOA, LWA, SGA, and Urban Rain Design through September 30, 2021; and

WHEREAS, the Water Board administratively extended the current five-year term of the MRP until a new permit is reissued and a new MRP is not expected to go into effect until July 1, 2022; and

WHEREAS, the on-call support services provided to C/CAG to help meet compliance under the MRP are highly technical, in-depth, and support multi-year compliance efforts; and

WHEREAS, EOA, LWA, SGA, and Urban Rain Design provide satisfactory service to C/CAG, are uniquely qualified to continue supporting compliance activities, and C/CAG desires to continue working with the four firms for the remainder of the current MRP term; and

WHEREAS, the C/CAG Board finds that in light of the facts above, it is in the best interest of C/CAG to waive the Request for Proposals process consistent with C/CAG procurement policy and extend the four contracts through September 2022;

NOW THEREFORE BE IT RESOLVED, that the C/CAG Chair is authorized to execute Amendment No. 2 to the existing on-call technical support agreements with 1) Eisenberg, Olivieri, & Associates, 2) Larry Walker & Associates, 3) S. Groner Associates, and 4) Urban Rain Design for support to the Countywide Water Pollution Prevention Program, extending the term of each agreement through September 30, 2022;

BE IT FURTHER RESOLVED that the Executive Director is authorized to negotiate the final terms of the amendments prior to execution by the Chair, subject to legal counsel review.

PASSED, APPROVED, AND ADOPTED, THIS 13TH DAY OF MAY 2021.

Marie Chuang, Chair

**AMENDMENT (No. 2) TO THE AGREEMENT BETWEEN THE CITY/COUNTY
ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AND EISENBERG,
OLIVIERI, AND ASSOCIATES, INC. (EOA)**

WHEREAS, C/CAG administers the Countywide Water Pollution Prevention Program; and

WHEREAS, C/CAG requires outside consulting services to provide technical assistance to its member agencies to meet mandated requirements of the San Francisco Bay Regional Water Quality Control Board's Municipal Regional Permit (MRP); and

WHEREAS, the C/CAG Board approved Resolution 15-21, authorizing execution of a three-year on-call agreement with EOA in support of the Countywide Water Pollution Prevention Program; and

WHEREAS, the C/CAG Board approved Resolution 18-02 extending the agreement through September 30, 2021; and

WHEREAS, C/CAG desires to extend the existing contract through September 30, 2022;

IT IS HEREBY AGREED by C/CAG and Consultant that:

1. The term of the Existing Agreement is extended to September 30, 2022.
2. All other provisions of the Existing Agreement shall remain in full force and effect.

For C/CAG:

Marie Chuang, Chair

Date: May 13, 2021

Approved as to form:

C/CAG Legal Counsel

For Consultant:

Signature

By: _____

Date: _____

**AMENDMENT (No. 2) TO THE AGREEMENT BETWEEN THE CITY/COUNTY
ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AND LARRY WALKER
ASSOCIATES (LWA)**

WHEREAS, C/CAG administers the Countywide Water Pollution Prevention Program; and

WHEREAS, C/CAG requires outside consulting services to provide technical assistance to its member agencies to meet mandated requirements of the San Francisco Bay Regional Water Quality Control Board's Municipal Regional Permit (MRP); and

WHEREAS, the C/CAG Board approved Resolution 15-21, authorizing execution of a three-year on-call agreement with LWA in support of the Countywide Water Pollution Prevention Program; and

WHEREAS, the C/CAG Board approved Resolution 18-02 extending the agreement through September 30, 2021; and

WHEREAS, C/CAG desires to extend the existing contract through September 30, 2022;

IT IS HEREBY AGREED by C/CAG and Consultant that:

1. The term of the Existing Agreement is extended to September 30, 2022.
2. All other provisions of the Existing Agreement shall remain in full force and effect.

For C/CAG:

Marie Chuang, Chair

Date: May 13, 2021

Approved as to form:

C/CAG Legal Counsel

For Consultant:

Signature

By: _____

Date: _____

**AMENDMENT (No. 2) TO THE AGREEMENT BETWEEN THE CITY/COUNTY
ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AND S. GRONER
ASSOCIATES (SGA)**

WHEREAS, C/CAG administers the Countywide Water Pollution Prevention Program; and

WHEREAS, C/CAG requires outside consulting services to provide technical assistance to its member agencies to meet mandated requirements of the San Francisco Bay Regional Water Quality Control Board's Municipal Regional Permit (MRP); and

WHEREAS, the C/CAG Board approved Resolution 15-21, authorizing execution of a three-year on-call agreement with SGA in support of the Countywide Water Pollution Prevention Program; and

WHEREAS, the C/CAG Board approved Resolution 18-02 extending the agreement through September 30, 2021; and

WHEREAS, C/CAG desires to extend the existing contract through September 30, 2022;

IT IS HEREBY AGREED by C/CAG and Consultant that:

1. The term of the Existing Agreement is extended to September 30, 2022.
2. All other provisions of the Existing Agreement shall remain in full force and effect.

For C/CAG:

For Consultant:

Marie Chuang, Chair

Signature

Date: May 13, 2021

By: _____

Approved as to form:

Date: _____

C/CAG Legal Counsel

**AMENDMENT (No. 2) TO THE AGREEMENT BETWEEN THE CITY/COUNTY
ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AND URBAN RAIN DESIGN**

WHEREAS, C/CAG administers the Countywide Water Pollution Prevention Program; and

WHEREAS, C/CAG requires outside consulting services to provide technical assistance to its member agencies to meet mandated requirements of the San Francisco Bay Regional Water Quality Control Board's Municipal Regional Permit (MRP); and

WHEREAS, the C/CAG Board approved Resolution 15-21, authorizing execution of a three-year on-call agreement with Urban Rain Design in support of the Countywide Water Pollution Prevention Program; and

WHEREAS, the C/CAG Board approved Resolution 18-02 extending the agreement through September 30, 2021; and

WHEREAS, C/CAG desires to extend the existing contract through September 30, 2022;

IT IS HEREBY AGREED by C/CAG and Consultant that:

1. The term of the Existing Agreement is extended to September 30, 2022.
2. All other provisions of the Existing Agreement shall remain in full force and effect.

For C/CAG:

For Consultant:

Marie Chuang, Chair

Signature

Date: May 13, 2021

By: _____

Approved as to form:

Date: _____

C/CAG Legal Counsel

C/CAG AGENDA REPORT

Date: May 13, 2021

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sandy Wong, Executive Director

Subject: Receive a summary of C/CAG 2021 Annual Forum

(For further information or questions, contact Sandy Wong at slwong@smcgov.org)

RECOMMENDATION

That the C/CAG Board of Directors receive a summary of the April 8, 2021 C/CAG Annual Forum.

FISCAL IMPACT

N/A

BACKGROUND

C/CAG held a virtual Annual Forum (formerly known as Retreat) on April 8, 2021 to engage Board Members and Alternates in discussions on C/CAG's role in several key emerging focus areas. Staff presented three topics – 1) Greenhouse Gas Reductions, 2) Stormwater Funding, and 3) Micromobility – in three repeating breakout sessions for attendees to engage in smaller group discussions. Attendees had the opportunity to attend all three sessions. In each session, attendees were provided an opportunity to respond to overarching questions to help guide future C/CAG work planning and budget priorities relative to the three topics. Each breakout session topic is summarized below, along with feedback provided by attendees.

Greenhouse Gas Reduction

C/CAG supports and has spearheaded programs that are partially or wholly aimed at reducing greenhouse gas (GHG) emissions. These include: promoting active transportation, reducing traffic congestion, completing an Alternative Fuels Readiness Plan, and the Regionally Integrated Climate Action Planning Suite (RICAPS) program for San Mateo County cities and the County. With increased interest at the state and federal levels, and time pressures to meet new statewide program targets (all zero-emission vehicle sales by 2035, emissions 40% below 1990 by 2030), staff focused the Greenhouse Gas Reduction sessions on gaining attendee feedback on approaches C/CAG might take to meet these targets in San Mateo County.

The presentation provided under this topic included: an overview of the “climate crisis” and its effects on weather, temperature, water supply, sea levels, and wildfires, the breakdown of emissions from transportation, buildings, and other sources, existing legislation, approaches to reducing vehicle miles traveled (VMT) and GHG emissions, C/CAG's current programs, partnership with other regional agencies, market drivers, and additional context for the discussion.

Next, staff presented potential opportunities for C/CAG to further engage in reducing GHG emissions. These included: a GHG mitigation Caltrans Planning Grant application that C/CAG staff recently submitted; partnering to develop an electric vehicle charging infrastructure feasibility plan; developing a feasibility plan for expanded E-bike infrastructure; and focusing on transition of heavy fleet vehicles away from fossil fuels in San Mateo County.

Based on the above potential opportunities, C/CAG staff posed the questions: is C/CAG headed in the right direction with these options, and how would attendees rank these four options. Finally, attendees were asked if there were other high-impact GHG-reducing solutions staff should investigate.

Attendees provided the following input:

- There was general attendee support and agreement that C/CAG staff are heading in the right direction with pursuing programs or projects to reduce GHG emissions in San Mateo County.
- Further investigation may be needed to prioritize potential efforts and need from a geographic and community perspective.
- Equity should include a focus on underserved communities and households' access to C/CAG and other programs and services, and stand a test of no undue burden to these communities.
- Education should be provided to San Mateo County residents and businesses to help them understand the issues and timelines.
- C/CAG should work across neighboring counties to realize program success in San Mateo County, in particular as it relates to vehicle trips that originate in other counties.

An online poll was provided at the end of each session and the results compiled. The post-session poll suggests that 85% of attendees believe C/CAG is headed in the right direction with options for GHG reduction projects or programs. The poll, which also included an opportunity for attendees to rank potential projects or program, indicated the strongest support for the GHG Mitigation Program – as proposed in the C/CAG staff submitted Caltrans Planning Grant application, and for efforts towards electric vehicle charging infrastructure. E-bike (and E-bike infrastructure) was a mainly ranked third and alternatives for heavy fleet vehicles clearly ranked fourth among the options.

Stormwater Funding

C/CAG has administered the Countywide Water Pollution Prevention Program since the early 1990s to assist its member agencies in complying with municipal stormwater regulations administered by the San Francisco Bay Regional Water Quality Control Board. The Stormwater Funding breakout session focused on the significant unmet funding need for both C/CAG and its member agencies for meeting requirements of the Municipal Regional Stormwater Permit and addressing existing storm drain infrastructure deficiencies.

Much of the storm drain infrastructure throughout the county is aging and/or undersized to adequately manage stormwater in current conditions, and future climate change impacts will likely exacerbate these issues. Regulatory requirements to address water quality issues are continually increasing and focused on very challenging pollutants, including trash, mercury, polychlorinated biphenyls (PCBs), and bacteria. Increasingly, achieving mandated improvement in water quality is requiring capture and treatment of stormwater using filtering systems and green infrastructure. Unlike related municipal services, such as water, sewer, and refuse collection that only require a majority protest process to set or increase fees, stormwater is subject to an additional balloting step for any new or increased property-related fees for stormwater services due to restrictions imposed by Proposition 218. Securing voter or property owner approval of new or increased fees is challenging, and fees likely to

be approved through such a process are necessarily at rates insufficient to address the challenges.

C/CAG staff presented the background on the stormwater program, identified existing infrastructure funding needs from storm drain master plans throughout the county, provided estimates for ongoing costs to comply with the Municipal Regional Stormwater Permit, and summarized potential approaches to address the funding gap. C/CAG staff posed the overall question of what role, if any, C/CAG should play in helping to address the funding need at countywide and/or local scales.

Attendees provided the following input:

- C/CAG is an important venue for collaboration, messaging, and potentially supporting funding efforts at a sub-regional or countywide scale
- Tax fatigue is a major concern, and many residents are already vocal about high utility rates
- Given the likelihood of competing elections for property tax or other funding measures related to climate resiliency, may consider partnering with the Flood and Sea Level Rise Resiliency Agency and County of San Mateo to incorporate stormwater in a ballot measure
- If a funding initiative is pursued, there should be consideration of a variable fees across the county, since some agencies already have significant fees in place or are currently proposing new fees
- C/CAG should continue to support state and federal grants and partnerships with other stakeholders, like Caltrans, to advance large infrastructure projects to advance resiliency and water quality goals

Micromobility

Micromobility refers to services such as bikeshare and scooter-share, where users are able to check out various small and light-weight vehicles for short term use through a self-service rental portal. It has been envisioned as one of the tools to address first and last mile challenges, bridging the transportation gap between home and transit stations, and from transit stations to places of employment. Other benefits of micromobility includes reducing short distance vehicle trips and increasing transportation access.

C/CAG staff began the breakout session by providing an overview of micromobility concept, then examined whether the current timeframe is ideal for launching a bikeshare/scooter share program in San Mateo County, and assessed the potential demand. Staff discussed several ways to structure the micromobility program to encourage participation, especially for low-income groups and communities of color. Next, staff presented various models for operating a bikeshare/scooter share program, and which jurisdictions across the United States are managing these programs in those manners. Finally, attendees had the opportunity to help define the role that C/CAG should play to support micromobility. Attendees offered the following input:

- Most of the attendees (close to 67% of the poll respondents) believed that C/CAG is most suited to play a “supporter” role. Responsibilities include compiling best practices, developing templates of permit applications for local jurisdictions to use, and establishing standardized trip data collection practices across the County.
- There were some concerns about proper fleet management. Board members wanted to ensure that curb spaces are not cluttered with bikes and scooters.
- Board members emphasized the importance of developing a micromobility program with several goals in mind: equity, integration with transit services, and ongoing partnership with

local jurisdictions.

- Close to 46% of the attendees advocated for C/CAG to partner with interested cities to launch a pilot micromobility program, and potentially provide funding to initiate the service.

ATTACHMENTS

1. Greenhouse Gas Reduction Session Slides: https://ccag.ca.gov/wp-content/uploads/2021/04/Annual-Forum_GHG-Reduction_040821-1.pdf
2. Stormwater Funding Session Slides: https://ccag.ca.gov/wp-content/uploads/2021/04/AnnualForum_StormwaterBreakout_040821.pdf
3. Micromobility Session Slides: https://ccag.ca.gov/wp-content/uploads/2021/04/CCAG-Board-Forum_Micromobility-Slides-Final.pdf

C/CAG AGENDA REPORT

Date: May 13, 2021

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approve the re-appointments of Marina Fraser of Half Moon Bay, Malcolm Robinson of San Bruno, Matthew Self of Unincorporated County of San Mateo, and Alan Uy of Daly City and the appointment of Angela Hey of Portola Valley to fill five vacant public member seats on the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC) for two-year terms.

(For further information, contact Mikaela Hiatt at mhiatt@smcgov.org)

RECOMMENDATION

That the C/CAG Board review and approve the re-appointments of Marina Fraser of Half Moon Bay, Malcolm Robinson of San Bruno, Matthew Self of Unincorporated County of San Mateo, and Alan Uy of Daly City; and the appointment of Angela Hey of Portola Valley to fill five vacant public member seats on the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC) for two-year terms.

FISCAL IMPACT

There is not any financial impact.

SOURCE OF FUNDS

Not applicable.

BACKGROUND

The Bicycle and Pedestrian Advisory Committee (BPAC) provides advice and recommendations to the full C/CAG Board on all matters relating to bicycle and pedestrian facilities planning, and selection of projects for state and federal funding. The Committee consists of 15 members comprised of eight (8) elected officials and seven (7) public members. Public members on the Committee are appointed for two-year terms with no term limits, as directed by the C/CAG Board at its January 14, 2010 meeting. The BPAC membership policy (adopted in March 2006) states that no more than two (2) members, either elected or public, should reside in the same jurisdiction.

Currently, there are five (5) public members seats on the BPAC available for appointments and three (3) vacant elected member seats. The five vacant public seats are available due to the recent end of the two-year terms (as of February 2021), for Marina Fraser, Malcolm Robinson, Matthew Self, Alan Uy, and a previously unfilled vacancy. The three vacant elected member seats are still outstanding. Staff released a Call for Applicants on March 26, 2021 seeking individuals who are interested in serving on the BPAC. For the elected seats, notification was sent to all elected officials in San Mateo

County, Cities/County Managers, and City Clerks. For the public seats, notification was sent to bicycle and pedestrian advocates/organizations throughout the county. The deadline to apply was April 23, 2021, or until filled for both the elected and public member seats. By the application due dates, C/CAG received a total of five applications for the public member positions from Matthew Self, Malcom Robinson, Marina Fraser, Alan Uy, and Angela Hey.

To date, Matthew Self, representing the Unincorporated County of San Mateo, has served a total of three (3) terms on the Committee. Malcolm Robinson with City of San Bruno and Marina Fraser with City of Half Moon Bay completed two (2) terms as public members. Alan Uy with City of Daly City just finished his first term.

Angela Hey, a resident of Portola Valley, is the only additional public applicant to submit a letter of interest and application by the deadline of April 23, 2021. Staff recommends the appointment of Angela Hey to serve as a public member for a two-year term on the C/CAG Bicycle and Pedestrian Advisory Committee.

In summary, staff recommends that the C/CAG Board approve the re-appointments of Marina Fraser, Malcolm Robinson, Matthew Self, and Alan Uy; and the appointment of Angela Hey to fill five vacant public member seats on the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC) for two-year terms.

ATTACHMENTS

1. Bicycle and Pedestrian Advisory Committee (BPAC) Roster – February 2021
2. Letter of Interest and Application from Marina Fraser (resident of Half Moon Bay)
3. Letter of Interest and Application from Malcom Robinson (resident of San Bruno)
4. Letter of Interest and Application from Matthew Self (resident of Unincorporated San Mateo County)
5. Letter of Interest and Application from Alan Uy (resident of Daly City)
6. Letter of Interest and Application from Angela Hey (resident of Portola Valley)

Attachment 1



CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

*Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park
Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

MEMBERSHIP ROSTER – April 2021

ELECTED OFFICIALS:

Ann Schneider City of Millbrae	Don Horsley Unincorporated San Mateo County
Emily Beach City of Burlingame	Mary Bier City of Pacifica
Patrick Sullivan City of Foster City	<i>Vacant</i>
<i>Vacant</i>	<i>Vacant</i>

PUBLIC MEMBERS:

Alan Uy <i>Resident of: Daly City</i>	Malcolm Robinson <i>Resident of: City of San Bruno</i>
Matthew Self <i>Resident of: Unincorporated San Mateo County</i>	Marina Fraser <i>Resident of: City of Half Moon Bay</i>
Brian Levenson <i>Resident of: Daly City</i>	Justin Yuen <i>Resident of: City of South San Francisco</i>
<i>Vacant</i>	

Mikaela Hiatt

From: Marina Fraser <hmbgamerbabe@gmail.com>
Sent: Wednesday, March 3, 2021 9:48 AM
To: Mikaela Hiatt
Subject: M. Fraser letter of interest BPAC 2021

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Honorable Chair Huang
Honorable Vice Chair Hurt
Honorable C/CAG Directors

Marina Fraser Letter of Interest RE-appointment to BPAC 2021

Dear Directors,

I respectfully submit my application to continue serving on the Bicycle Pedestrian Advisory Committee.

Having served on the committee for the past 6 years, both as an elected official and a public member, also as Chair of BPAC for 2 years, I have been fully engaged in the activities of reviewing grants, determining funding recommendations and making policy decisions of the committee.

As a former Mayor and City Councilmember of Half Moon Bay for 13 years, I have also served as a Director of C/CAG for many years. I fully understand the complex world of Local and Regional Government and the value of working collaboratively to improve the life of San Mateo County residents. It's so rewarding to see the long term investments and plans come to life in the cities with new creative and safe Pedestrian/Cycling paths.

Advocating safe bicycle routes, Pedestrian walkability and Transportation alternatives are a priority for me. With the extraordinary year we have lived through, many new opportunities have opened up encouraging people to get out in their communities to explore and improve their health! They dusted off the bikes in the garage and cycled around town. They went out walking with their families, discovering new trails and paths. Yet that's recreationally, we have so many public members who rely on cycling/ walking to get to jobs, schools, shops, and libraries. It is Incumbent upon us all to make the investment to improving safe Bike and Pedestrian alternatives in San Mateo County.

Thank you for this opportunity to be re-appointed to another term as a public member of BPAC. If you have any questions, feel free to contact me.

Regards,

Marina

Marina Fraser
Half Moon Bay

Mikaela Hiatt

From: Marina Fraser <hmbgamerbabe@gmail.com>
Sent: Wednesday, March 3, 2021 9:52 AM
To: Mikaela Hiatt
Subject: BPAC questionnaire

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

To: Directors of C/CAG

From: Marina Fraser

Subject: RE-Appointment to BPAC, Public Member 2021

1. What expertise do you have pertaining to serving on this BPAC committee?

I have the privilege of serving on BPAC for the past 6 years, both on the elected and public side. I was also Chair of BPAC for 2 years.

2. Why do you want to serve on this committee?

After serving on the Half Moon Bay City Council for 13 years, where I served 3 terms as Mayor, these past 4 years as a Public member have given me the freedom to focus on the things I'm passionate about. Bikes and Books-I now have the time to read and cycle to my Library. I personally believe every child should have a bike and a library card! Safe cycling, walkable communities, flexibility in transportation alternatives for youth, seniors and workers is vital for all Cities to invest in.

The BPAC Directors I serve with are committed and actively engaged in promoting bicycle safety, as well as sharing information on best practices and policy to encourage safe walking and cycling for all ages.

3. What special strengths would you bring to this committee?

I have participated in Bike advocacy conferences and workshops, to learn how our Cities can make safe improvements to encourage healthy sustainable modes of transportation. Also actively seeking out information from across the country on innovative Bike Safety activities, sharing with my fellow Directors to incorporate into their own Cities bike events.

In my own community, I found that people would prefer to ride bikes instead of using a car to shop in our downtown area if there was a safe place to park the bike. I worked with a community member for a generous donation to purchase bike racks. With a matching grant from Commute.org we were able to leverage that donation for bike racks throughout the community.

I also encouraged our Beautification committee to add a "Bike Parking Station" for visitors to the annual HMB Pumpkin Festival. A double win as visitors and locals rode bikes to the festival instead of cars by having secured bike parking- a local non profit benefited with donations from operating the "Bike Parking Station".

4. What is the role of the Countywide Bicycle and Pedestrian Advisory Committee?

Reviewing policies, programs and priorities related to walking and cycling for transportation. The Committee develops and implements an annual work plan focused on neighborhoods, which includes reviewing existing conditions, collaborating with Safe Routes to school programs, recommending grant awards and developing recommendations for improved standards and plans.

5. Have you ever attended a meeting of this committee, if so when?

I have the pleasure of serving on BPAC for 6 years.

6. The C/CAG BPAC meets on the fourth Thursday of the month from 7pm - 9pm, do you have other commitments that will keep you from attending meetings?

No scheduled conflicts.

7. Are you a member of any other committees /organizations?

C/CAG BPAC

SAMTRANS Board Director, Coastside Representative Silicon Valley Bicycle Coalition Friends of Half Moon Bay Library

8. Please mention the City in which you reside:

Half Moon Bay

I thank you for your consideration and would appreciate your support in the RE- Appointment as a Public member to BPAC.

If you have any questions, feel free to contact me.

Best,

Marina

Marina Fraser

Half Moon Bay

Attachment 3

April 2, 2021

Board of Directors
Sandy Wong, Executive Director
City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063

Dear To Whom It May Concern,

My name is Malcolm Robinson. Please reappoint me to the San Mateo County C/CAG Bicycle Pedestrian Advisory Committee as a Public Member for another term. I have served on the Committee since appointment in December 2016, and I have a near perfect attendance record.

As a 51 year San Mateo County resident I have a long history of hiking and biking in San Mateo County and beyond. I have relied on bicycles for transport to work and recreation as a youth and young adult. Today my wife and I ride bikes for recreation almost every weekend. My wife does not like to ride in auto traffic, so we rely on SMC's network of Class I and Class II trails. I think this trail network should be greatly expanded to provide a healthy transport alternative.

I was on the San Bruno BPAC and helped develop the San Bruno Walk and Bike Plan. C/CAG is now rewriting Plan 2011 and I participate in that effort.

My background is in international transportation and logistics as a Director and consultant. I have traveled to and worked in 47 countries. Many projects involved supporting employees who rode bicycles to work. I am a Six Sigma Black Belt Project Manager, thorough and detail oriented, and make every effort to be a happy balanced participant at meetings.

Please allow me to continue to serve San Mateo County and improve our trail transport network. Thanks in advance for your consideration.

Kind Regards,

Malcolm Robinson

Attachment A

1. What expertise/experience do you have pertaining to serving on this committee?

I have been on this committee for 4 years, and on the San Bruno BPAC for 2 years prior. I have ridden my bike and hiked over most of San Mateo County's roads and trails. I commuted by bicycle to school, to work, and have become familiar with the entire county transport network.

2. Why do you want to serve on this committee?

I love living in San Mateo County, and walk and bike its streets and trails often. I want to make it safer for pedestrians and bicyclists for both transport and recreation, and feel membership on this committee is a unique opportunity to fund projects to the benefit of all who live here.

3. What special strengths would you bring to the committee?

My strengths are in global transport organization and management, working with others toward common goals, an empathy towards those who need a helping hand, experience with C/CAG BPAC and San Mateo County.

4. What is the role of the countywide Bicycle and Pedestrian Advisory Committee?

Reviewing pedestrian and bicycling related projects, and recommending fund allocations to C/CAG. We also identify critical safety issues, and inform elected officials so that dangers can be mitigated.

5. Have you ever attended a meeting of this committee? If so, when?

I have served on this committee for the last 4 years, and now as Committee Chair.

6. The C/CAG BPAC meets on the fourth Thursday of the month from 7:00 – 9:00 p.m., do you have other commitments that will keep you from attending meetings?

No

7. Are you a member of any other committees/organizations?

I have been a member of C/CAG BPAC for nearly 4 years and serve as Chair; San Bruno BPAC in 2014-5, and helped create the San Bruno Walk-Bike Plan; CalTrans Region 4 PAC as Vice-Chair, SamTrans Measure W Advisory Committee; San Bruno Community Preparedness Committee. I am also a member of BMW Motorcycle Owners of America

and BMW Riders Association. I contribute motorcycle related articles and photos on safety and travel adventures to magazines.

8. Please mention the City in which you reside.

I live in San Bruno. Previously I lived in Belmont, San Carlos, Burlingame, and Pacifica.

Attachment 4

2021 BPAC Member Application

APPLICANT

Matthew Self
631 Handley Trail
Emerald Hills, CA 94063

LETTER OF INTEREST

I have served three terms as a public member of the C/CAG BPAC and was the previous chair of the committee. I continue to feel that the work of the committee is incredibly valuable, and I am proud to have been able to contribute to that work. During my terms, I have participated in the project scoring for five funding calls that recommended awards to 44 projects totaling over \$20 million. These projects are critical projects that make real improvements to safety and ease of active transportation throughout the County.

Given that the funding calls are oversubscribed, it is very important to ensure that the proposals are thoroughly reviewed to ensure that public funds are applied in the most efficient way possible. I always review the documents in detail and have made personal visits to several projects that weren't part of the group van tour.

Because of this extra level of effort and interest in reviewing projects, the committee twice selected me to serve as the BPAC's representative to the SMCTA's 2015 and 2017 Measure A Pedestrian and Bicycle Program evaluation panel.

I continue to be very excited about the work of the committee and hope to continue contributing by leveraging my experience, enthusiasm, and attention to detail.

APPLICATION

1. What expertise/experience do you have pertaining to serving on this committee?

I have served three prior terms on the C/CAG BPAC and was recently the chair of the committee. In Redwood City, I advocated for the creation of a bike/ped committee and then served as one of the initial members and as chair of the new Complete Streets Advisory Committee. I am now a member of Redwood City's renamed Transportation Advisory Committee.

2. Why do you want to serve on this committee?

During my three terms on the BPAC I feel that I have been very effective and impactful and would like to do more to help improve pedestrian and bicycle infrastructure in the County.

3. What special strengths would you bring to the committee?

In addition to reviewing the applications for TDA/3 and OBAG-2 grants, I also participated as the BPAC representative to the review and scoring of the SMC Measure A Bike/Ped 2015 and 2017 grants. I read all of the applications in detail and visit as many of the project sites as I can.

4. What is the role of the countywide Bicycle and Pedestrian Advisory Committee?

The BPAC advises the C/CAG Board on how public funds can be most effectively allocated to improve bicycle and pedestrian facilities within San Mateo County. It also helps coordinate activities among the local city bike/ped committees for more effective overall results.

5. Have you ever attended a meeting of this committee? If so, when?

My attendance record on the committee has been very strong. Since 2015, I have only had two absences from committee meetings.

6. The C/CAG BPAC meets on the fourth Thursday of the month from 7:00 –9:00 p.m., do you have other commitments that will keep you from attending meetings?

I am available on Thursday evenings.

7. Are you a member of any other committees/organizations?

I am a member of the Silicon Valley Bicycle Coalition and am also a Board member of Silicon Valley Mountain Bikers.

8. Please mention the City in which you reside.

I reside in unincorporated San Mateo County.

Alan Uy

200 Canterbury Avenue, Daly City, CA 94015 | alanjnuy3@gmail.com

March 2, 2021

Marie Chuang
City and County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063

Dear Marie Chuang:

I have had the honor to serve as a public member on the C/CAG Bicycle and Pedestrian Advisory Committee (BPAC) for the past two years. With my term expiring at the end of February 2021, I kindly ask the Board of Directors' approval to renew my term as a public member.

As a licensed professional Traffic Engineer working for the San Francisco Municipal Transportation Agency, I work with improving bicycle and pedestrian facilities in the form of installing Class IV bikeways, bike signals, raised crosswalks, and bulb-outs on a daily basis. During my term with the C/CAG BPAC, I have applied this technical knowledge towards evaluating grant applications and reviewing bicycle and pedestrian improvement projects.

Moreover, the ongoing events of COVID-19 have triggered civic discussions on equity, environment, and the future of transportation. Continuing as a committee member, I hope to bring my knowledge of quick-build projects, micro-mobility, and experience working in San Francisco and as a resident of Daly City to the table during discussion.

San Mateo County is my home. I walk, I ride my bike, I take transit, and I drive here. I am passionate in providing safe, comfortable, and well-connected routes for biking and walking. As a member of this advisory committee, I hope to bring my skills closer to home and to do my part as a resident on ensuring safe and comfortable biking and walking.

Thank you for your consideration,



Alan Uy



CITY/COUNTY ASSOCIATION OF GOVERNMENTS
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Attachment A: BPAC Member Application

Please provide brief answers to the following questions to be considered for appointment to the C/CAG BPAC public member position. Applicants must also submit a letter of interest.

1. What expertise/experience do you have pertaining to serving on this committee?

I have cycled all my life in both urban and rural environments. I have served on the Portola Valley, Bicycle Pedestrian and Traffic Safety Committee since 2013.

2. Why do you want to serve on this committee?

I believe I can contribute ideas that lead to safe cycling infrastructure.

3. What special strengths would you bring to the committee?

I have experience in Europe where cycling is viewed more readily as transportation than in the US. I have cycled over many bike routes, and on roads that are not bike routes, in San Mateo County so have a good knowledge of the area. I have a technology and marketing background.

4. What is the role of the countywide Bicycle and Pedestrian Advisory Committee?

To advise the C/CAG board on improvements that make cycling and walking safer in San Mateo County. Also to review and advise on grant priorities for transportation improvements.

5. Have you ever attended a meeting of this committee? If so, when?

No

6. The C/CAG BPAC meets on the fourth Thursday of the month from 7:00 – 9:00 p.m., do you have other commitments that will keep you from attending meetings?

No - although occasionally there may be more pressing commitments or travel out of the area. Having the meetings online, even when meeting in person could be useful.

7. Are you a member of any other committees/organizations?

Member of Portola Valley Bicycle Pedestrian and Traffic Safety Committee. Member of Western Wheelers Bicycle Club.

8. Please mention the City in which you reside.

Portola Valley

C/CAG AGENDA REPORT

Date: May 13, 2021

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 21-23 authorizing the C/CAG Chair to execute Amendment No. 2 to the funding agreement with Sustainable Silicon Valley, modifying project scope to implement a Transit Signal Priority pilot project in East Palo Alto and extending performance period through February 25, 2022.

(For further information or questions, contact Kaki Cheung at kcheung1@smcgov.org)

RECOMMENDATION

That the C/CAG Board review and approve Resolution 21-23 authorizing the C/CAG Chair to execute Amendment No. 1 to the funding agreement with Sustainable Silicon Valley, modifying project scope to implement a Transit Signal Priority pilot project in East Palo Alto and extending performance period through February 25, 2022.

FISCAL IMPACT

The original funding agreement that C/CAG and Sustainable Silicon Valley entered into for the Optimizing Urban Traffic (OUT) project in City of Menlo Park has a not to exceed amount of \$236,700. Sustainable Silicon Valley committed \$246,000 of in-kind contribution to the project, bringing the total project value to \$482,700.

To date, Sustainable Silicon Valley has expended \$58,669 of the \$236,700 under the original project. An amount of \$178,031 remains in the funding agreement. Due to the COVID 19 pandemic, the OUT project in Menlo Park is no longer feasible. Sustainable Silicon Valley is requesting to direct the remaining \$178,031 to a transit signal priority pilot project in East Palo Alto.

SOURCE OF FUNDS

AB 1546 (\$4 Vehicle Registration Fee) – Regional Congestion Management Program

BACKGROUND

Sustainable Silicon Valley (SSV), a non-profit organization that collaborates with companies, cities, counties, and research and educational institutions to addresses sustainability issues, along with LYT, a traffic management platform, seek to partner with C/CAG on the proposed “Intelligent Transit Signal Priority” (iTSP) in East Palo Alto Project.

In January 2018, C/CAG was approached by SSV about implementing the proposed project in the City of Menlo Park called Optimizing Urban Traffic (OUT). The project’s primary focus was the development of a traffic light assistance application, which gives individual drivers a prediction

of the timing for a green light as they approach the intersection. The application would allow drivers to move more efficiently, with increased ease and peace of mind, while saving fuel. On September 13, 2018, C/CAG Board approved a funding agreement with SSV for the project. Further, C/CAG executed Amendment No. 1 to the agreement extending the period of performance to June 30, 2021.

Due to COVID-19, SSV's originally proposed scope of project as written in the agreement between C/CAG and SSV could not be implemented. The reason is, said project relies on congested traffic patterns in order to provide benefits to the end users. Traffic congestion was not present due to the stay at home order and change of mobility patterns.

SSV is proposing a change to the Scope of Work considering the COVID-19 impacts. SSV is now proposing to partner with LYT to deliver an Intelligent Transit Signal Priority (iTSP) project on bus Route 296 in the City of East Palo Alto. LYT delivers a cloud-based transit signal priority system. LYT processes live bus location information through machine learning models. Based on estimated times of arrival, the traffic signal would give special treatment to transit vehicles, allowing the vehicles to cross the signalized intersections efficiently. LYT uses preexisting equipment and cloud technology, so there is limited additional infrastructure and hardware required for the buses and traffic signals to communicate with one another, thus simplifying administration of the program. Please see Figure 1 for a depiction of this route.

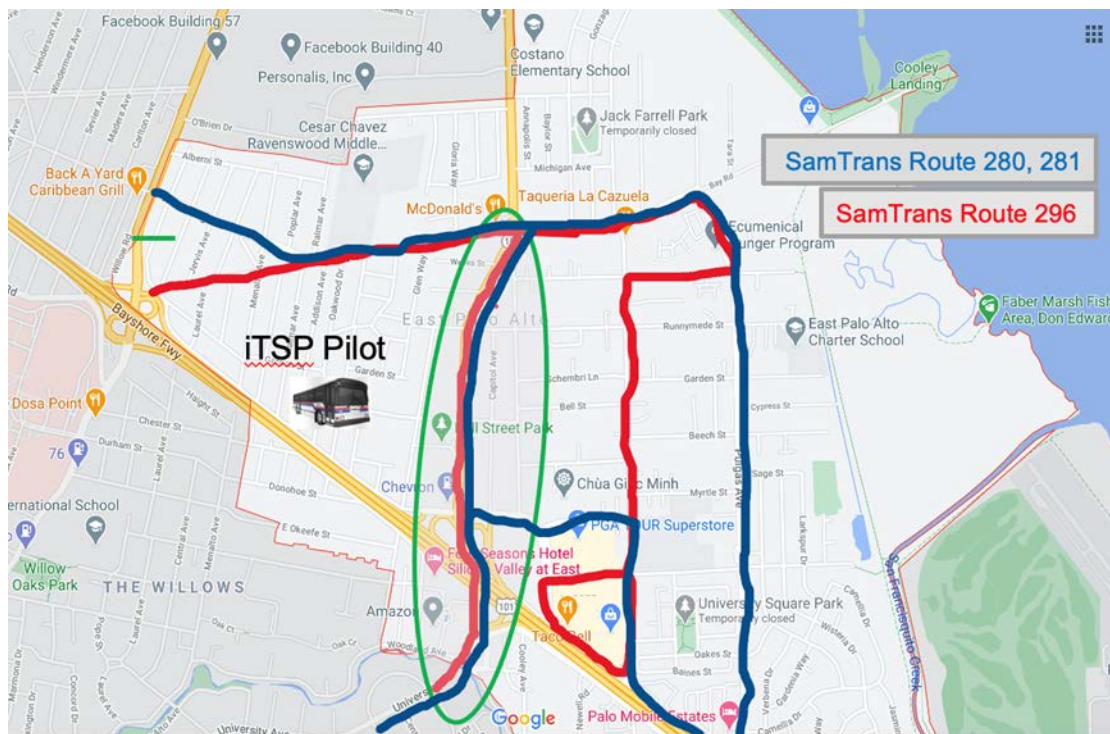


Figure 1

The project team believes that this project will increase transit efficiency and access in underserved communities, who are reliant on transit. The increase in efficiency is expected to attract users to return to transit post-COVID-19. The City of East Palo Alto and SamTrans both wrote letters of interest in support of the pilot. Attachments 1 and 2 provide further information on their interest and commitment to the project.

The project was presented to the Technical Advisory Committee (TAC) at the April 15th, 2021 meeting, and was recommended for Board approval. The project extension timeframe presented to

the TAC was for a four-month period, from June 30, 2021 to October 31, 2021. The Committee recommended increasing the operational period to ensure adequate data can be collected for evaluation, and to inform any potential future project. Based on the Committee feedback, the project team was able to extend the operational period from two months to six months at no additional costs. Sustainable Silicon Valley is now seeking an eight-month extension to the funding agreement, from June 30, 2021 to February 25, 2022.

An overview of the project schedule is displayed in Table 1 below.

Month 1	Months 2 & 3	Months 4-10	Month 10
Connect to East Palo Alto traffic signals	Coordinate communications from bus trackers	Live Transit Signal Priority (TSP) operation	End TSP operation
Install bus tracking devices	Coordinate communications from traffic controllers	Collect data, log TSP performance	Remove all hardware and software
Configure SamTrans route information	Begin collection of data, training of Artificial Intelligence	Refine Artificial Intelligence model	Analyze data, deliver final report

Table 1

The estimated total project cost is \$482,700, which is made up of \$236,700 from C/CAG, and in-kind match in the amount of \$246,000 from SSV. A total of \$58,669 has been spent to date on the OUT project in Menlo Park. C/CAG's funding commitment for the transit signal priority project remains at \$178,031. Minimal staff resources from Caltrans and City of East Palo Alto are also anticipated throughout the project.

As the San Mateo County Congestion Management Agency, C/CAG is supportive of investments that maximize efficiency of the transportation network using technology, improve transit vehicle travel speed and increase ridership. Staff recommends that the Board reviews and approves Resolution 21-23 authorizing the C/CAG Chair to execute Amendment No. 2 to the funding agreement with Sustainable Silicon Valley, modifying project scope to implement a Transit Signal Priority pilot project in East Palo Alto and extending performance period through February 25, 2022.

ATTACHMENTS

1. Resolution 21-23
2. Letter of Interest – City of East Palo Alto
3. Letter of Interest – SamTrans
4. Draft Amendment No. 2 to the iTSP Agreement (*attachment available online at <https://ccag.ca.gov/committees/board-of-directors-2/>*)

RESOLUTION 21-23

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE CHAIR TO EXECUTE AMENDMENT NO. 2 TO THE FUNDING AGREEMENT WITH SUSTAINABLE SILICON VALLEY MODIFYING PROJECT SCOPE TO IMPLEMENT A TRANSIT SIGNAL PRIORITY PILOT PROJECT IN EAST PALO ALTO AND EXTENDING PERFORMANCE PERIOD THROUGH FEBRUARY 25, 2022.

RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), that

WHEREAS, C/CAG is the designated Congestion Management Agency responsible for the development and implementation of the Congestion Management Program in San Mateo County; and

WHEREAS, on September 13, 2018, C/CAG and Sustainable Silicon Valley (SSV) entered into an Agreement for the Optimizing Urban Traffic (OUT) in Menlo Park Project; and

WHEREAS, C/CAG and SSV executed Amendment No. 1, effective of July 1, 2020, extended the period of performance to June 30, 2021, and

WHEREAS, due to the impacts of COVID-19, it has been determined that the original OUT project scope and timeline is no longer feasible; and

WHEREAS, the intelligent Transit Signal Priority (iTSP) project in East Palo Alto has been identified as an innovative project with potential to improve transit operations, increase transit efficiency, and reduce greenhouse gas; and

WHEREAS, additional time is needed to perform the project in East Palo Alto, requiring a funding agreement extension from June 30, 2021 to February 25, 2022; and

WHEREAS, C/CAG's funding contribution remains the same at a not to exceed amount of \$236,700; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to execute Amendment No. 1 to the funding agreement with Sustainable Silicon Valley for a change in project scope from Optimizing Urban Traffic project in Menlo Park to the intelligent Transit Signal Priority Project in East Palo Alto at no additional cost. Be it further resolved that the funding agreement is extended from June 30, 2021 to February 25, 2022. Be it further resolved that the Executive Director is authorized to negotiate final terms of the agreement prior to execution by the Chair, subject to legal counsel approval as to form.

PASSED, APPROVED, AND ADOPTED THIS 13TH DAY OF MAY 2021.



CITY OF EAST PALO ALTO

Public Works Department

1960 Tate Street, East Palo Alto, CA 94303

Tel. No. 650.853.3189, Fax. No. 650.853.3179

March 24, 2021

Ms. Jennifer Thompson
Executive Director
Sustainable Silicon Valley
155 San Lazaro Road
Sunnyvale, CA 94086

Dear Jennifer:

The City of East Palo Alto is pleased to submit herewith our letter of interest to participate in Sustainable Silicon Valley's Intelligent Transit Signal Priority (iTSP) pilot project. This project is of particular interest to the City of East Palo Alto because our residents are highly dependent on public transportation. The City aims to make public transportation as reliable and as efficient as possible and this project will advance that effort.

Since being invited to address this exciting opportunity, our team members have collaborated to produce a preliminary plan which includes a suggested Route (296) that we believe will demonstrate the capability, cost effectiveness and scalability of cloud-based TSP in East Palo Alto.

We understand that Sustainable Silicon Valley (SSV) will be project manager for the pilot, and will provide overall direction for all aspects of the plan, including identification, purchasing and installation of wireless GPS tracking devices which will be temporarily deployed aboard each participating bus. We further understand that the selected route (296) is served by our contract operator, MV Transportation, and our participation in the pilot is subject to their agreement to participate.

We look forward to C/CAG approval of this pilot and moving forward with implementation.

Thank you for giving us this opportunity to participate in this exciting project.

Sincerely,

Kamal Fallaha

Kamal Fallaha, P.E.
Director of Public Works
City of East Palo Alto
kfallaha@cityofepa.org



BOARD OF DIRECTORS 2021

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JOSH POWELL

JIM HARTNETT
GENERAL MANAGER/CEO

March 24, 2021

Ms. Jennifer Thompson
Executive Director
Sustainable Silicon Valley
155 San Lazaro Road
Sunnyvale, CA 94086

Dear Ms. Thompson:

SamTrans is pleased to submit herewith our letter of interest to participate in your Intelligent Transit Signal Priority (iTSP) pilot project.

Since being invited to address this exciting opportunity, our team members have collaborated to produce a preliminary plan which includes a suggested Route (296) that we believe will demonstrate the capability, cost effectiveness and scalability of cloud-based TSP in East Palo Alto.

We understand that Sustainable Silicon Valley (SSV) will be project manager for the pilot, and will provide overall direction for all aspects of the plan, including identification, purchasing and installation of wireless GPS tracking devices which will be temporarily deployed aboard each participating bus. We further understand that the selected route (296) is served by our contract operator, MV Transportation, and our participation in the pilot is subject to their agreement to participate.

We look forward to C/CAG approval of this pilot and moving forward with implementation.

Thank you for giving us this opportunity to participate in this exciting project.

Sincerely,

A handwritten signature in blue ink, appearing to read "April Chan", is written over a faint, larger blue ink signature that is partially visible in the background.

April Chan
Chief, Planning, Grants, Real Estate and the Transportation Authority
San Mateo County Transit District

C/CAG AGENDA REPORT

Date: May 13, 2021

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sandy Wong Executive Director

Subject: Review and approval of Resolution 21-31 adopting the distribution policy for Fiscal Year 2021-22 State Transit Assistance (STA) Population-Based funds among the STA-eligible transit operators and funds that will be spent benefiting Communities of Concern for the subsequent fiscal year.

(For further information or questions, contact Jeff Lacap at jlacap@smcgov.org)

RECOMMENDATION

That the C/CAG Board review and approve Resolution 21-31 adopting the distribution policy for Fiscal Year 2021-22 State Transit Assistance (STA) Population- Based funds among the STA-eligible transit operators and funds that will be spent benefiting Communities of Concern for the subsequent fiscal year.

FISCAL IMPACT

This program is estimated to have \$1,898,852 in Population-Based State Transit Assistance (STA) for San Mateo County for Fiscal Year 2021-22.

SOURCE OF FUNDS

Approximately \$1,898,852 in Population- Based State Transit Assistance (STA) for Fiscal Year 2021-22. This estimate may change depending on the actual STA revenue generated

BACKGROUND

Based on the proposed FY 20-21 State Budget, the Bay Area would receive approximately \$185 million in Revenue-Based and \$67 million in Population based STA funds. The state allocates Revenue-Based STA to transit operators based on their revenue as defined by PUC 99314 (b). The Metropolitan Transportation Commission (MTC) receives a share of the Population- Based STA based on a population formula.

In the past, the MTC Resolution 3837 governed the State Transit Assistance (STA) Population- Based fund distribution policy. Under Resolution 3837, funding was distributed to fund northern county small transit operators, Regional Paratransit, the Lifeline Transportation Program, and MTC regional coordination programs. Paratransit and Lifeline Transportation Program funds were further distributed among the nine bay area counties.

MTC assigned STA funds to each county and then split each county's share to fund a)

Paratransit service and b) to fund the Lifeline Transportation Program. MTC often added a small amount of other funds to the Lifeline Transportation Program funds but a significant portion of the funds for every cycle came from the STA Population- Based funds.

Since 2006, C/CAG has been delegated by the Metropolitan Transportation Commission (MTC) to administer the Lifeline Transportation Program for San Mateo County. The purpose of the Lifeline Program is to fund projects, identified through the community-based transportation planning (CBTP) process, which improves the mobility of low-income residents.

On February 28, 2018, under MTC Resolution 4321, MTC established the new STA County Block Grant Program policy whereby the nine Bay Area Congestion Transportation Agencies (CTA) would determine how to invest the population-based STA funds in public transit services and lifeline transportation services. MTC developed a formula distribution to each county that factors STA eligible small transit operators, regional paratransit, and the lifeline transportation program.

As the designated County Transportation Agency, C/CAG coordinates with STA-eligible transit operators and develops the STA Population-Based distribution policy within San Mateo. SamTrans is the only STA-eligible operator in San Mateo county. In past cycles, under MTC, the split averaged 37% for paratransit and 63% for the Lifeline program. C/CAG set aside its share of FY 2018-19 and FY 2019-20 funds for a Lifeline Call for Projects in 2020.

The C/CAG Lifeline Transportation Program Cycle 6 program of projects was approved by the C/CAG Board on April 8, 2021. For this 6th Cycle, funding requests were undersubscribed with \$1,748,570 being requested and approximately \$3,399,304 available. The remaining funds will be rolled over and stay within San Mateo County. C/CAG staff proposes that the remaining funds be directed towards administering a mid-cycle call for projects upon completion of the updates of two Community-Based Transportation Plans (CBTP's) in Southeast San Mateo County and Daly City currently underway and tentatively scheduled for completion early next year. In the meantime, staff has started to engage with community stakeholders to better understand the needs of specific targeted communities that would benefit from the Lifeline Transportation Program.

Fiscal Year 2021-22

For Fiscal Year 2020-21, the County share of population-based STA funds is estimated to be \$1,898,852. This estimate may change depending on the actual STA revenue generated. In past cycles, under MTC, the split averaged 37% for paratransit and 63% for the Lifeline program. C/CAG staff is proposing to continue the historical 37% for paratransit and 63% for Lifeline division for FY 2020-21. This would result in approximately \$702,575 for paratransit and \$1,196,277 for the Lifeline Transportation Program. On April 9, 2021, C/CAG staff discussed this with the SamTrans staff and received concurrence on the proposal.

Recommendation

This proposal was presented to the C/CAG Congestion Management Program Technical Advisory Committee (CMP TAC) on April 15, 2021 and was recommended for approval.

The C/CAG Congestion Management and Environmental Quality (CMEQ) Committee also recommended approval at their April 26, 2021 meeting, and requested that staff provide additional information, including demand for and usage of STA Population based funds, Lifeline Transportation data, and paratransit ridership data, for next fiscal year's distribution policy discussion.

ATTACHMENTS

1. Resolution 21-31
2. MTC Resolution No. 4321

RESOLUTION 21-31

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY ADOPTING THE DISTRIBUTION POLICY FOR FISCAL YEAR 2021-22 STATE TRANSIT ASSISTANCE (STA) POPULATION- BASED FUNDS AMONG THE STA-ELIGIBLE TRANSIT OPERATORS AND FUNDS THAT WILL BE SPENT BENEFITING COMMUNITIES OF CONCERN FOR THE SUBSEQUENT FISCAL YEAR.

RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG) that,

WHEREAS, the Metropolitan Transportation Commission (MTC), the regional transportation agency for the San Francisco Bay Area, established guidelines MTC resolution 3837 governed the State Transit Assistance (STA) Population- Based fund distribution policy; and

WHEREAS, under Resolution 3837, funding was distributed to fund northern county small transit operators, Regional Paratransit, the Lifeline Transportation Program, and MTC regional coordination programs; and

WHEREAS, MTC established the new STA County Block Grant Program policy under MTC Resolution 4321, whereby the nine Bay Area Congestion Transportation Agencies (CTA's) would determine how to invest the population-based STA funds in public transit services and lifeline transportation services; and

WHEREAS, the City/County Association of Governments of San Mateo County (C/CAG) is the Congestion Management Agency for San Mateo County; and

WHEREAS, C/CAG is delegated to coordinate with STA-eligible transit operators and develop the STA Population-Based distribution policy within San Mateo County; and

WHEREAS, SamTrans is the only STA-eligible operator in San Mateo County; and

WHEREAS, the February 2021 MTC projection for the Fiscal Year 2021-22 San Mateo County share of STA Block grant was \$1,898,852; and

WHEREAS, because the STA annual funding amounts are projections, the distribution between SamTrans' paratransit program and the C/CAG Lifeline Transportation Program are recommended as percentages as opposed to a specific dollar amount; and

WHEREAS, C/CAG staff is proposing to maintain the historical distribution for of 37% for Paratransit and 63% for Lifeline Transportation; and

WHEREAS, On April 9, 2021, C/CAG staff discussed this with the SamTrans staff and received concurrence on the proposal; and

WHEREAS, this proposal was recommended by the C/CAG Congestion Management and Environmental Quality Committee (CMEQ) and C/CAG Congestion Management Program

Technical Advisory Committee (TAC) Meetings on April 15, 2021 and April 26, 2021, respectively; and

WHEREAS, the CMEQ members requested that staff provide additional information, including demand for and usage of STA Population based funds, Lifeline Transportation data, and paratransit ridership data, for next fiscal year's distribution policy discussion.

NOW THEREFORE BE IT RESOLVED, that the Board of Directors of the City/County Association of Governments of San Mateo County adopt the distribution policy for Fiscal Year 2021-22 State Transit Assistance (STA) Population- Based funds among the STA-eligible transit operators and funds that will be spent benefiting Communities of Concern for the subsequent fiscal year.

PASSED, APPROVED, AND ADOPTED, THIS THIRTEENTH DAY OF MAY, 2021.

Marie Chaung, Chair

Date: February 28, 2018
W.I.: 1511
Referred By: PAC

ABSTRACT

Resolution No. 4321

This resolution establishes a policy for the programming and allocation of State Transit Assistance (STA) funds and State of Good Repair Program funds, made available under the provisions of Public Utilities Code Sections 99312.1, 99313, and 99314.

This resolution supersedes Resolution No. 3837.

Further discussion of this action is contained in the Executive Director's Memorandum to the Programming and Allocations Committee dated January 3, 2018 and the MTC Programming and Allocations Committee Summary Sheet dated February 14, 2018.

Date: February 28, 2018
W.I.: 1511
Referred By: PAC

Re: Adoption of MTC's State Transit Assistance (STA) and State of Good Repair Program Programming and Allocation Policy.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4321

WHEREAS, State Transit Assistance (STA) funds are to be used to enhance public transportation service, including community transit service, and to meet high priority regional transportation needs; and

WHEREAS, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017, establishes the State of Good Repair Program (SGR Program); and

WHEREAS, both STA and SGR Program funds are distributed by the State Controller's Office pursuant to Public Utilities Code § 99313 and 99314, a Population-Based and Revenue-Based program, respectively; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the Regional Transportation Planning Agency for the San Francisco Bay Area, is responsible for the allocation of STA and SGR Program funds available to eligible claimants in this region; and

WHEREAS, MTC adopted an STA Allocation Policy in Resolution No. 3837 in 2008; and

WHEREAS, SB 1 significantly increased the amount of funding to the STA program and established the SGR Program; and

WHEREAS, in order to align the allocation of STA and SGR Program funding with the Bay Area's most pressing transportation needs; now, therefore, be it

RESOLVED, that MTC adopts its State Transit Assistance and State of Good Repair Program Programming and Allocation Policy described in Attachment A, attached hereto and incorporated by reference, for guidance to eligible claimants in the preparation of their

applications for STA and SGR Program funds and to staff for reviewing such applications; and
be it further

RESOLVED, that the prior policy governing allocation of State Transit Assistance Funds
contained in Resolution No. 3837 is superseded by this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

The above resolution was entered
into by the Metropolitan Transportation
Commission at a regular meeting of
the Commission held in San Francisco,
California, on February 28, 2018.

**STATE TRANSIT ASSISTANCE AND STATE OF GOOD REPAIR PROGRAM
PROGRAMMING AND ALLOCATION POLICY
Exhibit 1**

This policy affects all allocations by the Metropolitan Transportation Commission (MTC) of STA and SGR Program funds, made available under the provisions of Public Utilities Code Sections 99312.1, 99313 and 99314 and relevant subsections.

I. STA Population-Based Funds (PUC Code 99313) Including Interest Earnings

1. STA Population-Based County Block Grant

Commencing with Fiscal Year 2018-19 70% of the STA Population-Based funds and interest is reserved for programming to STA-eligible operators by Congestion Management Agencies (CMAs) in each of the nine Bay Area counties as part of a STA Population-Based County Block Grant (County Block Grant). The County Block Grant will allow each county to determine how best to invest in transit operating needs, including providing lifeline transit services. The funds reserved for the County Block Grant shall be distributed amongst the nine counties according to the percentages shown in Table 1. Each county's share in Table 1 was calculated based on the county's share of STA funds from the Resolution 3837 formula, totaled across all categories (Northern Counties/Small Operators Program, Regional Paratransit Program, and the Lifeline Transportation Program).

Table 1. Distribution of STA Population-Based County Block Grant, by County

Alameda	17.68%
Contra Costa	22.18%
Marin	5.71%
Napa	3.49%
San Francisco	8.46%
San Mateo	5.06%
Santa Clara	14.09%
Solano	10.50%
Sonoma	12.83%

Within Alameda and Contra Costa Counties a minimum amount of County Block Grant funds shall be programmed amongst the transit operators detailed in Table 2.

Table 2. Alameda and Contra Costa County Small Operator Minimum

County	Minimum % of Block Grant to be Allocated Annually Amongst Eligible Small Operators	Eligible Small Operators
Alameda County	24%	LAVTA and Union City Transit
Contra Costa County	60%	CCCTA, ECCTA, WestCAT

The following program conditions apply to the County Block Grant:

- **Reporting:** Each CMA must submit to MTC by May 1st of each year, a report including the following information about the previous, completed, fiscal year: 1) the county's programming distribution of STA Population-Based funds amongst STA-eligible operators and; 2) the estimated amount of STA Population-Based funding that will be spent within or benefiting Communities of Concern.
- **Fund Swaps:** Each CMA is required to seek approval from MTC before requesting that a STA-eligible operator recipient of STA Population-Based funds perform a fund swap involving STA Population-Based funds. The CMA must notify all STA-eligible operators within their county of the request to swap funds before seeking approval from MTC. The swaps will be limited to transit-eligible activities unless there is concurrence from the transit operators.
- **Coordinated Claim/Submission Deadline:** Each CMA must play a coordinating role in the development of STA Population-Based claims from STA-eligible operators within their county. Each CMA must also submit to MTC by May 1st of each year a governing board-approved resolution listing the distribution policy for STA Population-Based funds amongst the STA-eligible operators for the subsequent fiscal year. Operators will continue to submit their own claims, if desired.
- **Performance Measures:** All small and medium sized operators shall meet Transit Sustainability Project (TSP) performance requirements similar to the large operators and achieve a 5% real reduction in cost per service hour, cost per passenger, or cost per passenger mile by Fiscal Year 2022-23. For operators that have already achieved a 5% real reduction in one of the above performance measures by FY 2017-18 no further reduction is required. Operators may substitute TSP performance measures for a similar local voter approved or CMA adopted performance measure, subject to MTC concurrence. Once the 5% reduction is achieved transit operators are expected to keep future cost increases to no higher than the San Francisco Area Consumer Price Index as defined by the U.S. Bureau of Labor Statistics. Beginning in Fiscal Year 2023-24 MTC may link existing and new operating and capital funds administered by MTC to progress towards achieving the performance target. Staff will work with the small operators and CMAs to evaluate whether an alternate performance framework or metrics are more appropriate for the small operators. Staff will return within one year to

report on whether to retain the current framework or adjust the performance requirements.

- **Operator Consolidation Planning Efforts:** In the Northern Counties (Marin, Napa, Solano, and Sonoma) as an alternative to meeting TSP performance requirements, counties and transit operators may develop a plan to consolidate into a single county operator.
- **Mobility Management:** In the five other counties (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara) each county must establish or enhance mobility management programs to help provide equitable and effective access to transportation.

2. *MTC Regional Program*

Commencing with Fiscal Year 2018-19 30% of the STA Population-Based funds and interest is reserved for projects and programs that improve regional coordination, including but not limited to:

- Clipper®
- 511
- Transit connectivity

In addition, a portion of the Regional Program funding (approximately \$8 million in the first year based on the estimated Senate Bill 1 increment for Fiscal Year 2018-19) will be used to pay for the administrative costs and to help offset transit fare revenue loss for a regional means-based fare program.

MTC will develop an annual MTC Regional Coordination program. All final programming will be reviewed and approved by the MTC Programming and Allocations Committee (PAC).

3. *Transit Emergency Service Contingency Fund*

The Transit Emergency Service Contingency Fund shall be used to provide assistance for an emergency response to a qualifying incident or event, under specific circumstances as described in MTC Resolution No. 4171.

The fund shall not exceed a total balance of \$1 million of STA Population-Based funds. In any individual fiscal year no more than \$333,333 of STA Populated-Based funds and interest shall be apportioned to the fund. Interest accrued to the fund shall not count towards the \$1 million total balance limit and interest can continue to accrue once the fund has reached \$1 million. Beginning in Fiscal Year (FY) 2015-16, \$333,333 in STA Population-Based funds, taken “off the top” from estimated STA Population-Based revenues for the fiscal year, will be apportioned to the fund. Apportionments will continue in subsequent fiscal years until the fund reaches a total of \$1 million. In future years should

the balance of the fund fall below \$1 million, funds shall be apportioned in the next fiscal year to restore the full balance of the fund, subject to the annual apportionment limit.

II. STA Revenue-Based Funds (PUC Code 99314)

Funds apportioned to the region based on revenues generated by the transit operators will be allocated to each STA-eligible operator for the support of fixed route and paratransit operations, for inter-operator coordination, including the cost of interoperator transfers, joint fare subsidies, integrated fares etc., and for capital projects consistent with the adopted long-range plan.

III. SGR Program Population-Based Funds (PUC Code 99312.1, distributed via PUC 99313)

MTC will develop an annual investment program for SGR Program Population-Based Funds through the annual Fund Estimate. All final programming will be reviewed and approved by the MTC Programming and Allocations Committee (PAC) and will be consistent with the below priorities. All proposed programming actions will be submitted to Caltrans for approval, consistent with SGR Program Guidelines.

1. *Priority 1: Clipper® 2.0*

Invest in the development and deployment of the Bay Area's next generation transit fare payment system, Clipper® 2.0.

2. *Priority 2: Green Transit Capital Priorities*

If not needed for Clipper® 2.0, program SGR Program Population-Based funds to the acquisition of zero emission buses (ZEB) by the Bay Area's transit operators. SGR Program funds are intended to pay for the cost increment of ZEBs over diesel or hybrid vehicles or for charging or hydrogen infrastructure to support ZEBs. MTC staff will work to secure a 1:1 match commitment from the Bay Area Air Quality Management District to expand and accelerate the deployment of ZEBs in the region.

IV. SGR Program Revenue-Based Funds (PUC Code 99312.1, distributed via PUC 99314)

Funds apportioned to the region based on revenues generated by the transit operators will be allocated to each respective STA-eligible operator for state of good repair projects, preventative maintenance, and other projects approved by the California Department of Transportation (Caltrans) as eligible for SGR Program expenditure.

**State Transit Assistance (STA)
Rules and Regulations
for the MTC Region
Exhibit 2**

These Rules and Regulations cover the eligibility requirements and the rules for a full or partial allocation of these funds.

Eligibility Requirements

To be eligible for any STA funds in the MTC region, an operator must comply with all SB 602 fare and schedule coordination requirements for the fiscal year. The evaluation of operator's compliance with the SB 602 program is made annually.

An operator's requested STA allocation may also be partially or fully reduced if the operator did not make satisfactory progress in meeting its Productivity Improvement Program (PIP) and/or the Regional Coordination projects for which each operator is a participant.

SB 602 Requirements/California Government Code Section 66516

Fare coordination revenue-sharing agreements, must be fully executed by all participating operators and provisions of the agreement(s) must be in compliance with MTC rules and regulations.

MTC Res. 3866 (Transit Coordination Implementation Plan) documents coordination requirements for Bay Area transit operators to improve the transit customer experience when transferring between transit operators and in support of regional transit projects such as Clipper. If a transit operator fails to comply with the requirements of Res. 3866 or its successor, MTC may withhold, restrict or reprogram funds or allocations.

PIP Projects

PIP projects are a requirement of STA funding. Failure by operators to make a reasonable effort to implement their PIP projects may affect the allocation of these funds. Projects will be evaluated based on actual progress as compared to scheduled. STA funds may be reduced proportionate to the failure of the operator to implement the PIP project/s. Progress in meeting the milestones identified for a project may be used as the basis for assessing reasonable effort.

The amount withheld will be reviewed with the affected operator. Partial funds withheld may be held by MTC up to two years to allow an operator to comply with its PIP as required by statute.

After two years, funds withheld under this section may also be re-allocated to any eligible operator for purposes of improving coordination, according to the unfunded coordination projects in the Regional Coordination Plan (MTC Res. 3866 or its successor). MTC may also allocate these funds to any operator whose increase in total operating cost per revenue vehicle hour is less than the increase in the CPI.

C/CAG AGENDA REPORT

Date: May 13, 2021

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 21-27 authorizing the C/CAG Chair to execute an agreement with the Peninsula Traffic Congestion Relief Alliance (Commute.org) in the amount of \$510,000 to provide services related to the FY 2021/22 Countywide Voluntary Trip Reduction Program.

(For further information please contact Kim Wever at kwever@smcgov.org)

RECOMMENDATION

That the C/CAG Board review and approve Resolution 21-27 authorizing the C/CAG Chair to execute an agreement with the Peninsula Traffic Congestion Relief Alliance (Commute.org) in the amount of \$510,000 to provide services related to the FY 2021/22 Countywide Voluntary Trip Reduction Program.

FISCAL IMPACT

Staff recommends providing an amount not to exceed \$510,000 to Commute.org for the implementation of FY 2021/22 Countywide Voluntary Trip Reduction Program. This item is subject to the approval of the FY2021/22 Agency budget.

SOURCE OF FUNDS

Funding for the Congestion Relief Plan come from C/CAG Member Agency assessments.

BACKGROUND

The Peninsula Traffic Congestion Relief Alliance, also known as Commute.org, manages the Countywide Voluntary Trip Reduction Program. The program provides private and public sectors with Transportation Demand Management (TDM) tools and strategies, connecting their employees and customers with transportation options that offer alternatives to driving alone. This program is jointly funded with revenues from C/CAG under the Countywide Congestion Relief Plan and Transportation Fund for Clean Air Program (TFCA).

Staff recommends approving Resolution 21-27, authorizing the Chair to execute an agreement with Commute.org in the amount of \$510,000 to provide services related to the FY 2021/22 Countywide Voluntary Trip Reduction Program.

ATTACHMENTS

1. Resolution 21-27
2. Draft Agreement with Peninsula Traffic Congestion Relief Alliance Commute.org) for the Countywide Voluntary Trip Reduction Program and Scope of Work (*Available for review and download at <https://www.ccag.ca.gov/committees/board-of-directors/>*)

RESOLUTION 21-27

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE AN AGREEMENT BETWEEN C/CAG AND THE PENINSULA TRAFFIC CONGESTION RELIEF ALLIANCE (COMMUTE.ORG) IN THE AMOUNT OF \$510,000 FROM THE CONGESTION RELIEF PLAN TO PROVIDE SERVICES RELATED TO THE COUNTYWIDE VOLUNTARY TRIP REDUCTION PROGRAM FOR FISCAL YEAR 2021/22

RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), that

WHEREAS, C/CAG approved providing funds for the Countywide Transportation Demand Management (TDM) program under the Congestion Relief Plan (July 1, 2019 to June 30, 2023), and

WHEREAS, the Countywide Voluntary Trip Reduction Program is sponsored by the Peninsula Traffic Congestion Relief Alliance (Commute.org), and

WHEREAS, C/CAG desires to enter into a funding agreement with the Peninsula Traffic Congestion Relief Alliance (Commute.org) to implement Countywide TDM programs using Congestion Relief Plan funding. The funding agreement sets forth the responsibilities of each party.

NOW, THEREFORE, BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County, on behalf of C/CAG, the Chair is authorized to enter into a funding agreement with the Peninsula Traffic Congestion Relief Alliance (Commute.org) in the amount of \$510,000 from the Congestion Relief Plan to provide the Countywide Voluntary Trip Reduction Program for Fiscal Year 2021/22. Be it further resolved that the C/CAG Executive Director is authorized to negotiate the final scope and terms of the Agreement and related materials prior to execution by both parties, subject to approval of C/CAG Fiscal Year 2021/22 Annual Budget and legal counsel approval as to form.

PASSED, APPROVED, AND ADOPTED THIS 13TH DAY OF MAY 2021.

Marie Chuang, Chair

C/CAG AGENDA REPORT

Date: May 13, 2021

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 21-28 authorizing the C/CAG Chair to execute a Program Manager Funding Agreement with the Bay Area Air Quality Management District (BAAQMD) for the Fiscal Year 2021/22 Transportation Fund for Clean Air (TFCA) Program in an amount up to \$1,249,128.

(For further information please contact Kim Wever at kwever@smcgov.org)

RECOMMENDATION

That the C/CAG Board review and approve Resolution 21-28 authorizing the C/CAG Chair to execute a Program Manager Funding Agreement with the Bay Area Air Quality Management District (BAAQMD) for the Fiscal Year 2021/22 Transportation Fund for Clean Air (TFCA) Program in an amount up to \$1,249,128.

FISCAL IMPACT

Upon execution, this agreement will provide up to \$1,249,128 in TFCA funding to C/CAG for Fiscal Year 2021/22.

SOURCE OF FUNDS

The Bay Area Air Quality Management District (BAAQMD) is authorized under Health and Safety Code Section 44223 and 44225 to levy a fee on motor vehicles. Funds generated by the fee are referred to as the TFCA funds. These funds are used to implement projects that reduce air pollution from motor vehicles. Health and Safety Code Section 44241(d) stipulates that forty percent (40%) of funds generated within a county where the fee is in effect shall be allocated by the BAAQMD to one or more public agencies designated to receive the funds. For San Mateo County, C/CAG has been designated as the County Program Manager to receive the funds.

BACKGROUND

C/CAG, as the Program Manager for the TFCA Program in San Mateo County, distributes funds to qualifying projects that reduce air pollution, greenhouse gas emissions, and traffic congestion by improving transportation options. The funding agreement to be executed between C/CAG and the Air District is for the receipt of the FY 2021/22 TFCA County Program Manager funds.

On February 11, 2021, the C/CAG Board adopted Resolution 21-06 approving the FY 2021/22 Expenditure Plan. The following projects are to be funded as part of the FY 2021/22 TFCA Program:

	TFCA Funds FY 21/22
C/CAG Administration	\$77,652
Commute.org - Countywide Voluntary Trip Reduction	\$600,000
SamTrans BART Shuttle	\$150,000
Other Projects to be determined	\$421,476
Total	\$1,249,128

Funding agreements with project sponsors, Commute.org and SamTrans, are presented to the C/CAG Board for approval under subsequent Agenda Items 5.12.2 and 5.12.3, respectively. Detailed project scopes for “Other Projects” will be brought back to the C/CAG Board for approval at a later date upon development and review by committees.

ATTACHMENTS

1. Resolution 21-28
2. Draft Funding Agreement between C/CAG and BAAQMD for FY 2021/22 (*Will be available for review and download at <https://www.ccag.ca.gov/committees/board-of-directors/>*)

RESOLUTION 21-28

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE THE PROGRAM MANAGER FUNDING AGREEMENT WITH THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT (BAAQMD) FOR THE FISCAL YEAR 2021/22 TRANSPORTATION FUND FOR CLEAN AIR (TFCA) PROGRAM FOR AN AMOUNT UP TO \$1,249,128

RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), that

WHEREAS, the City/County Association of Governments has been designated the Transportation Fund for Clean Air (TFCA) Program Manager for San Mateo County; and

WHEREAS, the Board of Directors of the City/County Association of Governments at its February 11, 2021 meeting approved the Fiscal Year 2021/22 Expenditure Plan, which detailed projects and programs to be funded through San Mateo County's forty percent local share of Transportation Fund for Clean Air (TFCA) revenues; and

WHEREAS, C/CAG will act as the Program Manager for \$1,249,128 of TFCA funded projects; and

WHEREAS, it is necessary for C/CAG to enter into a Program Manager Agreement with the Bay Area Air Quality Management District (BAAQMD) setting forth responsibilities of each party.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that on behalf of C/CAG, the Chair is authorized to enter into an agreement with the Bay Area Air Quality Management District for the Fiscal Year 2021/22 Transportation Fund for Clean Air (TFCA) Program for an amount up to \$1,249,128, subject to approval of C/CAG Fiscal Year 2021/22 Annual Budget. Be it further resolved that the Executive Director is authorized to negotiate final terms of the agreement prior to execution by the Chair, subject to legal counsel approval as to form.

PASSED, APPROVED, AND ADOPTED THIS 13TH DAY OF MAY 2021.

Marie Chuang, Chair

C/CAG AGENDA REPORT

Date: May 13, 2021

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 21-29 authorizing the C/CAG Chair to execute a funding agreement with Peninsula Traffic Congestion Relief Alliance (Commute.org) in an amount up to \$600,000 under the Fiscal Year 2021/22 Transportation Fund for Clean Air (TFCA) Program to provide services related to the Countywide Voluntary Trip Reduction Program.

(For further information please contact Kim Wever at kwever@smcgov.org)

RECOMMENDATION

That the C/CAG Board review and approve Resolution 21-29 authorizing the C/CAG Chair to execute a funding agreement with Peninsula Traffic Congestion Relief Alliance (Commute.org) in an amount up to \$600,000 under the Fiscal Year 2021/22 Transportation Fund for Clean Air (TFCA) Program to provide services related to the Countywide Voluntary Trip Reduction Program.

FISCAL IMPACT

Under the FY 2021/22 TFCA Program, the Bay Area Air Quality Management District allocated C/CAG a total funding of \$1,249,128. Per C/CAG Resolution 21-29, up to \$600,000 is designated for the Commute.org Countywide Voluntary Trip Reduction Program. The total project cost for the Countywide Voluntary Trip Reduction Program is \$1,560,000, the TFCA funding contribution is up to \$600,000. This allocation is subject to the approval of the FY2021/22 C/CAG budget.

SOURCE OF FUNDS

The Bay Area Air Quality Management District (BAAQMD) is authorized under Health and Safety Code Section 44223 and 44225 to levy a fee on motor vehicles. Funds generated by the fee are referred to as the Transportation Fund for Clean Air funds. These funds are used to implement projects to reduce air pollution from motor vehicles. Health and Safety Code Section 44241(d) stipulates that forty percent (40%) of funds generated within a county where the fee is in effect shall be allocated by the BAAQMD to one or more public agencies designated to receive the funds. For San Mateo County, C/CAG has been designated as the County Program Manager to receive the funds.

BACKGROUND

On February 11, 2021, per Resolution 21-06, the C/CAG Board approved the Expenditure Plan for projects to be funded as part of the FY 2021/22 TFCA Program. The FY2021/22 Program includes up to \$600,000 for the Countywide Voluntary Trip Reduction Program managed by Peninsula Traffic Congestion Relief Alliance (also known as Commute.org). This Program assists private and public sectors to connect their employees and customers with transportation options that provide alternatives to driving alone. Commute.org provides these transportation demand management (TDM) services in collaboration and partnership with the Bay Area Carpool Program, 511 Contra Costa, San Francisco's Office of the Environment, Solano Napa Commuter Information, MTC and various transportation agencies in the Bay Area. The goal is to encourage use of transportation alternatives, such as carpools, vanpools, telework and transit. Efforts are targeted primarily at commute trips that originate or terminate in San Mateo County. Program components are detailed in Attachment A. Project Information of the draft funding agreement, included as Attachment 2.

The Countywide Voluntary Trip Reduction Program also receives funding from C/CAG's Countywide Congestion Relief Plan. Commute.org is the project sponsor and is responsible to meet the TFCA cost-effectiveness criteria and all funding requirements.

ATTACHMENTS

1. Resolution 21-29
2. Draft Funding Agreement with Peninsula Traffic Congestion Relief Alliance (Commute.org) for the FY 2021/22 TFCA Program (*Will be available for review and download at <https://www.ccag.ca.gov/committees/board-of-directors/>*)

RESOLUTION 21-29

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE A FUNDING AGREEMENT WITH PENINSULA TRAFFIC CONGESTION RELIEF ALLIANCE (COMMUTE.ORG) IN AN AMOUNT UP TO \$600,000 UNDER THE FISCAL YEAR 2021/22 TRANSPORTATION FUND FOR CLEAN AIR (TFCA) PROGRAM TO PROVIDE SERVICES RELATED TO THE COUNTYWIDE VOLUNTARY TRIP REDUCTION PROGRAM

RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), that

WHEREAS, the Board of Directors of the City/County Association of Governments at its February 11, 2021 meeting approved certain projects and programs for funding through San Mateo County's local share of Transportation Fund for Clean Air (TFCA) revenues; and

WHEREAS, the agencies implementing these projects, the scope of the work and the specified amount of TFCA funding, have been identified and approved by the Board of Directors; and

WHEREAS, Commute.org is designated to receive TFCA funds for the Countywide Voluntary Trip Reduction Program. The program assists private and public sectors to connect their employees and customers with transportation options that provide alternatives to driving alone; and

WHEREAS, it is necessary for C/CAG to enter into funding agreements with the individual agencies receiving TFCA project funding, setting forth the responsibilities of each party.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to enter into an agreement with Peninsula Traffic Congestion Relief Alliance (Commute.org) for up to \$600,000 under the Transportation Fund for Clean Air (TFCA) Program for Fiscal Year 2021/22, subject to approval of C/CAG Fiscal Year 2021-22 Annual Budget. Be it further resolved that the Executive Director is authorized to negotiate final terms of the agreement prior to execution by the Chair, subject to legal counsel approval as to form.

PASSED, APPROVED, AND ADOPTED THIS 13TH DAY OF MAY 2021.

Marie Chuang, Chair

C/CAG AGENDA REPORT

Date: May 13, 2021

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 21-30 authorizing the C/CAG Chair to execute a funding agreement with the San Mateo County Transit District (SamTrans) in an amount up to \$150,000 using Fiscal Year 2021/22 Transportation Fund for Clean Air (TFCA) Program fund for the BART Shuttle Program.

(For further information please contact Kim Wever at kwever@smcgov.org)

RECOMMENDATION

That the C/CAG Board review and approve Resolution 21-30 authorizing the C/CAG Chair to execute a funding agreement with the San Mateo County Transit District (SamTrans) in an amount up to \$150,000 using the Fiscal Year 2020/21 Transportation Fund for Clean Air (TFCA) Program fund for the BART Shuttle Program.

FISCAL IMPACT

Under the FY 2021/22 TFCA Program, the Bay Area Air Quality Management District allocated C/CAG a total of \$1,249,128. Per C/CAG Resolution 21-30, up to \$150,000 is designated for the SamTrans BART Shuttle Program. The total cost of the BART Shuttle Program is \$1,400,000, and the TFCA funding contribution is \$150,000. This allocation is subject to the approval of the FY2021/22 C/CAG agency budget.

SOURCE OF FUNDS

The Bay Area Air Quality Management District (BAAQMD) is authorized under Health and Safety Code Section 44223 and 44225 to levy a fee on motor vehicles. Funds generated by the fee are referred to as the TFCA funds. These funds are used to implement projects that reduce air pollution from motor vehicles. Health and Safety Code Section 44241(d) stipulates that forty percent (40%) of funds generated within a county where the fee is in effect shall be allocated by the BAAQMD to one or more public agencies designated to receive the funds. For San Mateo County, C/CAG has been designated as the County Program Manager to receive the funds.

BACKGROUND

On February 11, 2021, per Resolution 21-06, the C/CAG Board approved the Expenditure Plan for projects to be funded as part of the FY 2021/22 TFCA Program. The FY2021/22 Program includes up to \$150,000 for the SamTrans BART Shuttle Bus Program. This program provides

shuttle bus service during peak commute period on five (5) key routes connecting major employment centers in South San Francisco, Brisbane, and Foster City. BART stations served include Balboa Park, Millbrae, and South San Francisco. Program components are detailed in Attachment A, Project Information, of the draft Funding Agreement (Attachment 2).

SamTrans is the project sponsor and is responsible to meet the TFCA cost-effectiveness criteria and all funding requirements.

ATTACHMENTS

1. Resolution 21-30
2. Draft Funding Agreement between C/CAG and SamTrans for the FY 2021/22 TFCA Program (*Will be available for review and download at <https://www.ccag.ca.gov/committees/board-of-directors/>*)

RESOLUTION 21-30

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE A FUNDING AGREEMENT WITH THE SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS) IN AN AMOUNT UP TO \$150,000 USING THE FISCAL YEAR 2021/22 TRANSPORTATION FUND FOR CLEAN AIR (TFCA) PROGRAM FUND FOR THE BART SHUTTLE PROGRAM

RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), that

WHEREAS, the Board of Directors of the City/County Association of Governments at its February 11, 2021 meeting approved certain projects and programs for funding through San Mateo County's local share of Transportation Fund for Clean Air (TFCA) revenues; and

WHEREAS, the agencies implementing these projects, the scope of the work and the specified amount of TFCA funding, have been identified and approved by the Board of Directors; and

WHEREAS, the San Mateo County Transit District (SamTrans) is designated to receive TFCA funds for the SamTrans Shuttle Bus Program; and

WHEREAS, it is necessary for C/CAG to enter into Project Sponsor agreements with the individual agencies receiving TFCA project funding, setting forth the responsibilities of each party.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to enter into an agreement with the San Mateo County Transit District for up to \$150,000 under the Fiscal Year 2021/22 Transportation Fund for Clean Air (TFCA) Program, subject to approval of C/CAG Fiscal Year 2021/22 Annual Budget. Be it further resolved that the Executive Director is authorized to negotiate final terms of the agreement prior to execution by the Chair, subject to legal counsel approval as to form.

PASSED, APPROVED, AND ADOPTED THIS 13TH DAY OF MAY 2021.

Marie Chuang, Chair

C/CAG AGENDA REPORT

Date: May 13, 2021

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of C/CAG legislative policies, priorities, positions, and legislative update (A position may be taken on any legislation, including legislation not previously identified).

(For further information, contact Reid Bogert at rbogert@smcgov.org)

RECOMMENDATION

That the C/CAG Board of Directors review approve C/CAG legislative policies, priorities, positions, and legislative update (A position may be taken on any legislation, including legislation not previously identified).

FISCAL IMPACT

N/A

SOURCE OF FUNDS

N/A

BACKGROUND

The C/CAG Legislative Committee receives monthly written reports and oral briefings from C/CAG's State legislative advocates. Important or interesting issues that arise out of the committee meeting are reported to the Board.

The attached report includes updates from Sacramento with respect to recent committee hearings and bill progress of interest to C/CAG during the month of April, as well as an update on the California State Transportation Authority (CalSTA) Draft Climate Action Plan for Transportation Infrastructure (CAPTI) and C/CAG's approach to providing public comment on the plan. Though the CAPTI is not legislation, staff have included this item in the legislative update, given the high priority issue and implications for future transportation investments related to the state budget.

Following the Board's approval of a SUPPORT position on AB 117 (Boerner Horvath) – electric bike incentive program, staff worked with C/CAG's consultant to draft a letter to Governor Newsom, Pro Tem Atkins and Speaker Rendon, and the Chairs of the Budget Committees, regarding support for a \$10 million state Appropriations budget request to be added into the Governor's budget trailer bill. The additional funds are being requested to support implementation of the electric bike incentive program to make more rebates available and to expand the benefits of mode-shifting to support

alternative transportation. Staff's recommendation is to approve a recommendation to the Board to approve the draft letter (Attachment 2) for submission via email to the Governor and state representatives.

At the March 11 Committee meeting, Member Hurt requested information on the status of the state guidance on local controller calculations for "excess" Educational Revenue Augmentation Fund counties in the Bay Area, which include Santa Clara, San Francisco, San Mateo, Napa, and Marin Counties. Staff will provide a brief verbal update.

For additional information with respect to what the Metropolitan Transportation Commission/Association of Bay Area Governments Joint Legislative Committee is tracking, staff has included a link to the MTC/ABAG 2021 bill matrix from April 9, 2021 as Attachment 3.

ATTACHMENTS

1. C/CAG Legislative Update, May 4, 2021 from Shaw Yoder Antwih Schmelzer & Lange
2. Draft SUPPORT Letter - Budget request for a \$10 million electric bike incentive program
3. [Joint MTC/ABAG Legislative Committee bill matrix, April 9, 2021](#)
4. Full Legislative information is available for specific bills at <http://leginfo.legislature.ca.gov/>
5. Current client roster for Shaw Yoder Antwih Schmelzer & Lange - <https://syaslparkers.com/clients/>



May 4, 2021

TO: Board of Directors, City/County Association of Governments of San Mateo County

FM: Matt Robinson & Andrew Antwih, Shaw Yoder Antwih Schmelzer & Lange

RE: **STATE LEGISLATIVE UPDATE – May 2021**

Legislative Update

The Legislature returned from the one-week spring recess on April 5. Policy committees with bills having a fiscal impact on the state had to finish their business by April 30. For non-fiscal bills - bills that do not need to be heard in the Appropriations Committee because they do not incur costs to the state – the Legislature has until May 7 to hear them in policy committee before sending the bills to the floor for consideration. The Senate and Assembly have until June 4 to move bills to the other house.

Climate Action Plan for Transportation Infrastructure (CAPTI)

On March 10, 2021, the California State Transportation Agency (CalSTA) released its draft [Climate Action Plan for Transportation Infrastructure](#) document. The plan outlines potential recommendations California can implement to invest transportation funds to better mitigate climate change, as well as support public health, safety and equity. CAPTI builds on Executive Orders [N-19-19](#) and [N-79-20](#), which were signed by Governor Gavin Newsom in 2019 and 2020 and aimed at reducing greenhouse gas (GHG) emissions in transportation, which account for more than 40 percent of all emissions in California. CalSTA developed the draft CAPTI document after input from various state agencies and stakeholder groups. The draft document is available for public comment until May 19, 2021 and CalSTA expects to adopt a final version in mid-July. Since the release, the state has hosted a series of workshops on the document. More information can be found [here](#). C/CAG staff is working to develop comments on the plan.

Bills of Interest

SB 7 (Atkins) Jobs and Economic Improvement Through Environmental Leadership Act

The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 authorizes the Governor, until January 1, 2020, to certify projects that meet certain requirements for CEQA streamlining. The existing authority expired at the end of 2020 and [this bill](#) would reestablish the authority of the Governor to certify a project to January 1, 2024 and would more specifically include housing development projects meeting certain conditions to the list of projects eligible for certification. MTC took a SUPPORT position on this bill. ***We are WATCHING this bill for C/CAG.***

SB 9 (Atkins) Ministerial Approval of Housing Developments

[This bill](#) would require a proposed housing development containing 2 residential units (duplexes) to be considered ministerially, without discretionary review or hearing, in areas zoned as single-family if the proposed housing development meets certain requirements. CEQA requires a lead agency to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment. CEQA does not apply to the approval of ministerial projects. By establishing the ministerial review process described above, the bill would exempt these projects from CEQA. The League of Cities took an OPPOSE UNLESS AMENDED position on this bill (letter [here](#)). ***We are WATCHING this bill for C/CAG.***

SB 10 (Wiener) Housing Production

[This bill](#) would authorize local governments to rezone neighborhoods for increased housing density, up to ten homes per parcel and would require a legislative body pass a resolution to adopt the plan and exempts that zoning action from being considered a project under the California Environmental Quality Act. To be eligible, an area must be urban infill, or be near high quality public transportation or a job-rich area. The local government can determine whether the individual projects will be ministerial/by right or subject to discretionary approval. MTC took a SUPPORT position on this bill. ***We are WATCHING this bill for C/CAG.***

SB 339 (Wiener) Road User Charge

Existing law requires the CTC to create a Road Usage Charge (RUC) Technical Advisory Committee to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system and report its work to the Legislature. The existing authorization sunsets on January 1, 2023. [This bill](#) would extend the sunset date to January 1, 2027 because the CTC requested an extension to run another pilot with actual fee collection. ***The C/CAG Board SUPPORTS this bill.***

AB 115 (Bloom) Commercial Property for Housing

[This bill](#), notwithstanding any inconsistent provision of a city's or county's general plan, specific plan, zoning ordinance, or regulation, would require that a housing development be authorized on a commercially zoned site if certain conditions are met, including that the housing development be subject to a recorded deed restriction requiring that at least 20% of the units have an affordable housing cost or affordable rent for lower income households and that it is not adjacent to an industrial use, defined as utilities, manufacturing, wholesale trade, transportation, and warehousing. The bill would also require the city or county to apply certain height, density, and floor area ratio standards to a housing development that meets these criteria. The League of Cities has no position on this bill. ***We are WATCHING this bill for C/CAG.***

AB 117 (Boerner-Horvath) Electric Bike Purchase Incentives

Existing law establishes the Air Quality Improvement Program (AQIP), administered by CARB to fund projects that reduce criteria air pollutants and improve air quality. The Clean Vehicle Rebate Project is part of AQIP and provides rebates for the purchase of new zero-emission vehicles. [This bill](#) would make incentives for purchasing electric bicycles eligible for funding under the program until January 1, 2028.

the Electric Bicycle Incentive Pilot Project to provide rebates incentive for purchases of electric bicycles. ***The C/CAG Board SUPPORTS this bill.***

AB 377 (Rivas) Water Quality

[This bill](#) would require all California surface waters to be fishable, swimmable, and drinkable by January 1, 2050 and prohibit the State Water Resources Control Board and Regional Water Quality Control Boards from authorizing any discharges (including stormwater) that causes or contributes to an exceedance of a water quality standard in receiving waters. The bill would prohibit a regional water quality control plan from including a schedule for achieving a water quality standard adopted as of January 1, 2021. The bill would require the state board and regional boards to develop by 2030 an Impaired Waterways Enforcement Program to enforce all remaining water quality standard violations and a Waterway Attainment Penalty Subaccount, composed of penalties obtained pursuant to the Impaired Waterways Enforcement Program, and would make moneys in the subaccount available for the state board to expend, upon appropriation by the Legislature, for purposes of the program. ***The C/CAG Board OPPOSES this bill.***

AB 629 (Chiu) Seamless Bay Area

As currently drafted, this bill would require MTC to consult with transit agencies, local jurisdictions, county transportation agencies, and the public to establish and maintain a transit priority network for the San Francisco Bay area that designates corridors that can best support transit service. This bill would require MTC to submit a copy of *the Fare Coordination and Integration Study and Business Case* to the Legislature by February 1, 2022, as well as a follow up report on the progress of implementing the recommendations in the study by January 1, 2023. The bill would require MTC to create a pilot program for an “accumulator pass” among operators providing service in at least three adjacent counties by July 1, 2023. This bill would require MTC in consultation with transit agencies to develop a standardized regional transit mapping and wayfinding system and to develop an implementation and maintenance strategy and funding plan for deployment of the system by July 1, 2024 and for each transit agency to use the system by July 1, 2025. The bill would require a transit operator in the Bay area to use open data standards to make available all routes, schedules, and fares in a specified data format and to track actual transmission of real-time information by transit vehicles and report that information to the commission to ensure that schedule predictions are available. The bill would require the commission to coordinate these activities and to develop an implementation and funding plan for deployment of real-time information. Finally, this bill would require MTC, Caltrans, and the operators of managed lanes in the Bay Area to take specified steps to ensure the regional managed lanes network supports seamless operation of high-capacity transit. ***We recommend the C/CAG Board take no position at this time as this bill may be amended in the coming months to address the recommendations of the MTC Blue Ribbon Transit Recovery Task Force.***

AB 1200 (Ting) Hazardous Food Packaging

Existing law prohibits the manufacture, sale, or distribution of any toy or childcare product that contains phthalates exceeding a specified percentage. Existing law prohibits the manufacture, sale, or distribution of any bottle or cup that contains BPA intended to be filled with any liquid, food, or beverage intended primarily for consumption from that bottle or cup by children 3 years of age or younger. Existing law, beginning January 1, 2025, prohibits the manufacture, sale, or distribution offer of any cosmetic product that contains specified ingredients, including perfluoroalkyl and polyfluoroalkyl

substances (PFAS). This bill would prohibit the manufacture, sale, or distribution any food packaging that contains intentionally added PFAS beginning January 1, 2023 and require a manufacturer to use the least toxic alternative when replacing PFAS chemicals. ***The C/CAG Board SUPPORTS this bill.***

AB 1401 (Friedman) Parking Standards

This bill would prohibit local governments from imposing or enforcing a minimum automobile parking requirement for residential, commercial and other developments if the parcel is located within one-half mile walking distance of either a high-quality transit corridor or a major transit stop. This bill would provide that the prohibition on local governments enforcing minimum parking standards does not reduce, eliminate, or preclude the enforcement of any requirements to provide electric vehicle parking spaces or parking spaces that are accessible to persons with disabilities and that if a development includes parking voluntarily, nothing in the bill prevents the local government from requiring the development to include spaces for car share vehicles as a part of the parking. The League of Cities opposes this bill.

AB 1499 (Daly) Design-Build

Existing law authorizes Caltrans to utilize design-build procurement for up to 10 projects on the state highway system, based on either best value or lowest responsible bid. Existing law authorizes regional transportation agencies, as defined, to utilize design-build procurement for projects on or adjacent to the state highway system. Existing law also authorizes those regional transportation agencies to utilize design-build procurement for projects on expressways that are not on the state highway system. Existing law repeals these provisions on January 1, 2024. [This bill](#) would delete the January 1, 2024, repeal date, thus extending the design-build authority indefinitely. ***The C/CAG Board SUPPORTS this bill.***

ACA 1 (Aguiar-Curry) Local Government Financing: Affordable Housing and Public Infrastructure: Voter Approval.

[This constitutional amendment](#) would lower the necessary voter threshold from a two-thirds supermajority to 55 percent to approve local general obligation bonds and special taxes for affordable housing and public infrastructure projects, including public transit. The C/CAG Board supported a nearly identical measure, also ACA 1 (Aguiar-Curry), in 2019. ***The C/CAG Board SUPPORTS this bill.***



CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside

May 14, 2021

The Honorable Gavin Newsom
Governor

The Honorable Toni Atkins
Senate President *Pro Tempore*

The Honorable Nancy Skinner
Senate Budget Committee Chair

The Honorable Anthony Rendon
Speaker of the Assembly

The Honorable Phil Ting
Assembly Budget Committee Chair

Submitted via Email

Re: Budget Request for a \$10 million Electric Bicycle Incentive Program - SUPPORT

Dear Governor Newsom, *Pro Tempore* Atkins, Speaker Rendon, Chair Skinner and Chair Ting:

C/CAG supports the Electric Bike Incentive Program request for a \$10 million allocation to a proposed Electric Bicycle Incentive Program in the 2021-22 state budget. Expanding the use of electric bicycles is a very cost-effective way to reduce motor vehicle use and increase the frequency of bicycling, which will reduce traffic congestion in our community, reduce greenhouse gas (GHG) emissions, improve air quality and health, and support equity as the State moves away from a fossil fuel-based economy.

Most car trips in our community are short, less than five miles, and can be accomplished easily with an electric bike. E-bike users can take children to school, haul hundreds of pounds of equipment or groceries, and travel distances, including over steep hills. For many, an electric bike is the only feasible alternative to participate in the transition to electric transportation.

However, electric bikes are not nearly as widespread as they should be, because they are expensive, with costs ranging from \$2,000 to \$5,000, depending on your need. Although people who struggle to manage the costs of their automobiles would save important sums of money by owning an electric bike, they won't switch because the upfront cost of the e-bike is hard to justify. An incentive program will enable the switch, simultaneously serving California's gas vehicle VMT- and GHG-reduction goals and improving the economic security of the recipient. Additionally, C/CAG requests that the state consider separate funding for local bike infrastructure, which is vital to E-bike program success.

Thank you for considering this request to support the proposed Electric Bicycle Incentive Program with a \$10 million budget allocation.

Sincerely,

Marie Chuang, Chair
City/County Association of Governments of San Mateo County

Cc: Assemblymember Tasha Boerner Horvath

C/CAG AGENDA REPORT

Date: May 13, 2021

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sandy Wong, Executive Director

Subject: Review the initial draft, assumptions, and input on the C/CAG Fiscal Year 2021/22 Program Budget and Member Fees.

(For further information or questions contact Sandy Wong at slwong@smcgov.org)

RECOMMENDATION

That the C/CAG Board of Directors review the initial draft, assumptions, and input on the C/CAG Fiscal Year 2021/22 Program Budget and Member Fees.

FISCAL IMPACT

In accordance with the proposed C/CAG 2021/22 Program Budget.

SOURCE OF FUNDS

Funding sources for C/CAG include member assessments, cost reimbursement from partners, grants, Regional/State/Federal transportation and other funds, property tax/fee, Department of Motor Vehicle fees, State or Federal earmarks, and interest.

BACKGROUND

Each year, the C/CAG Board reviews the draft annual budget and member fees in the month of May and approves the final in June.

For fiscal year 2021/22, it is proposed that the total member fees and assessments as follows:

- Member Fees (including General Fund and Gas Tax Fees) – Same as that for FY 2020/21. These fees have been flat for the past 5 years.
- Congestion Relief Program Assessment – Same as that for FY 2021/22. This assessment is authorized by the C/CAG Board every four years. Annual countywide total is \$1,850,000. In response to the financial environment due to COVID-19, for last year's assessment, C/CAG offered an installment option with a one-year grace period for the 2nd installment which becomes due in FY 2021-22. There were six jurisdictions opted in on the option.

For budgeting purposes, the draft member fees for each individual member agency were sent to City and County Managers on March 15, 2021.

The Draft C/CAG Fiscal Year 2021/22 Program Budget and Member Fees are being presented to the Finance Committee for review at its May 12, 2021 meeting. Any recommendation from the Finance Committee will be reported to the C/CAG Board at the May 13, 2021 meeting. Final C/CAG Fiscal Year 2020/21 Program Budget and Fees will be submitted to C/CAG Board for approval on June 10, 2021.

Assumptions and Highlights on Draft FY 2021/22 Budget:

C/CAG manages its funds by grouping related revenues and expenditures into 10 specific Program Funds. For example, General Fund, Transportation Fund, Smart Corridor Fund, Stormwater (NPDES) Fund, Measure M (\$10 Vehicle Registration Fee) Fund, etc. Detail description for each of the Program Funds are provided in Attachment 4.

The General Fund is for C/CAG general overhead related revenues/expenditures. The allowable expenses, such as legal and accounting fees and printing costs, are shared by the other C/CAG program funds prorated based on the proportionate share. Airport/Land Use (ALUC) related expenses are fully funded by the General Fund.

Revenues - Primary sources of funds:

1. Member fees – As described on page 1 above, assessments will stay flat. However, actual revenue will go up due to “accounts receivable”.
2. Vehicle registration fees and property taxes – C/CAG levies \$10 vehicle registration fees for transportation and stormwater runoff programs. C/CAG receives certain property tax for the stormwater program. C/CAG also receives a portion of the Air District levied vehicle registration fee. For the FY 2021-22 budget, it is assumed the overall revenues will be substantially the same as last year.
3. Grants – C/CAG receives two types of grants:
 - a. On-going planning grants: MTC provides a five-year grant for various transportation planning and programming related activities and projects, allocated on an annual basis. Unspent amount can be rollover. Revenue is on a reimbursable basis. It is budgeted for the FY 2021-22 revenue to go up due to catching up on under-spending from last year.
 - b. Project specific grants: This type of grant is for a specific project, typically on a reimbursable basis. Hence actual revenue depends of actual expenditure. The Caltrans planning grant for Sustainable Streets Master Plan is substantially finished, hence, reimbursable revenue from that grant will decrease. There are other grants that may come to fruition.

Expenditures -

Consultant expenditure is budgeted to go up primary due to: 1) Capital construction for Smart Corridor expansion in SSF will take place; 2) Anticipated ramp-up work for MTC OBAG3 process as well as proposed additional effort in traffic monitoring; 3) catch-up on trip reduction projects that were put on hold due to COVID.

Distribution expenditure is budgeted to go up primary due to the anticipated invoices from member agencies for completing projects funded by C/CAG TFCA funds.

The Express Lanes JPA Fund (C003) was created to tract expenses C/CAG incurred to support the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA), a separate and independent agency. In accordance with the Joint Exercise of Powers Agreement between C/CAG and SMCTA which formed the SMCEL-JPA, C/CAG as well as the SMCTA provide certain staffing support to the SMCEL-JPA. In addition, since the SMCEL-JPA does not have a revenue source until toll collection begins (anticipated by the end of this calendar year), both C/CAG and

SMCTA have been providing startup operating loans to the SMCEL-JPA for its operation. The loan agreement stipulates payback period as well as interest calculation. For FY 2021/22, the Draft C/CAG Budget includes a \$1.05 million operating loan to SMCEL-JPA. It is anticipated the SMCEL-JPA will repay C/CAG on these Operating Loans when it has positive revenues.

During the 4th Quarter of FY 2020-21, C/CAG added one full-time staff.

ATTACHMENTS

1. Proposed C/CAG Member Fee for Fiscal Year 2021/22.
2. FY 2020-21 C/CAG Projected Statement of Revenues, Expenditures, and Changes in Fund Balance.
3. FY 2021/22 C/CAG Projected Statement of Revenues, Expenditures, and Changes in Fund Balance.
4. Entire Draft Budget Book is provided under separate cover, available on-line at:
<http://ccag.ca.gov/committees/board-of-directors/>

Draft C/CAG Member Fees - FY 2021-2022

Agency	Population	Percent of Population	General Fund Fee	Gas Tax Fee	Total Fee
			\$ 275,651	\$ 410,452	\$ 686,103
Atherton	7,031	0.909%	\$ 2,506	\$ 3,732	\$ 6,239
Belmont	26,813	3.468%	\$ 9,558	\$ 14,233	\$ 23,791
Brisbane	4,633	0.599%	\$ 1,652	\$ 2,459	\$ 4,111
Burlingame	30,118	3.895%	\$ 10,737	\$ 15,987	\$ 26,724
Colma	1,729	0.224%	\$ 616	\$ 918	\$ 1,534
Daly City	109,142	14.115%	\$ 38,908	\$ 57,935	\$ 96,842
East Palo Alto	30,794	3.982%	\$ 10,978	\$ 16,346	\$ 27,324
Foster City	33,033	4.272%	\$ 11,776	\$ 17,535	\$ 29,310
Half Moon Bay	12,431	1.608%	\$ 4,431	\$ 6,599	\$ 11,030
Hillsborough	11,418	1.477%	\$ 4,070	\$ 6,061	\$ 10,131
Menlo Park	35,254	4.559%	\$ 12,568	\$ 18,713	\$ 31,281
Millbrae	22,832	2.953%	\$ 8,139	\$ 12,120	\$ 20,259
Pacifica	38,331	4.957%	\$ 13,664	\$ 20,347	\$ 34,011
Portola Valley	4,607	0.596%	\$ 1,642	\$ 2,445	\$ 4,088
Redwood City	86,754	11.219%	\$ 30,927	\$ 46,051	\$ 76,977
San Bruno	45,454	5.878%	\$ 16,204	\$ 24,128	\$ 40,332
San Carlos	30,145	3.899%	\$ 10,746	\$ 16,002	\$ 26,748
San Mateo	103,087	13.332%	\$ 36,749	\$ 54,720	\$ 91,470
South San Francisco	67,879	8.778%	\$ 24,198	\$ 36,031	\$ 60,229
Woodside	5,676	0.734%	\$ 2,023	\$ 3,013	\$ 5,036
San Mateo County	66,083	8.546%	\$ 23,558	\$ 35,078	\$ 58,636
TOTAL	773,244	100.000%	\$ 275,651	\$ 410,452	\$ 686,103
NOTES:					
1. C/CAG member fees are comprised of two portions: General Fund and Gas Tax.					
2. For FY 2021-22, C/CAG member fees for General Fund portion is proposed to stay the same as past 5 years (\$275,651).					
For FY 2021-22 C/CAG member fee For the Gas Tax portion is proposed to stay the same as past 5 years (\$410,452).					
3. Individual jurisdiction's share is based on new population data from Dept of Finance, 1/1/2020, adopted by CCAG Resolution 21-09.					

Congestion Relief Program (CRP) Assessment - FY 2021-2022

Agency	Percent of Population	Total Trips	% of Trips	Congestion Relief
Atherton	0.909%	45,201	0.89132%	\$ 16,656
Belmont	3.468%	156,279	3.08167%	\$ 60,581
Brisbane	0.599%	39,066	0.77034%	\$ 12,668
Burlingame	3.895%	278,460	5.49096%	\$ 86,820
Colma	0.224%	42,332	0.83475%	\$ 9,790
Daly City	14.115%	514,686	10.14910%	\$ 224,441
East Palo Alto	3.982%	109,433	2.15791%	\$ 56,798
Foster City	4.272%	202,400	3.99113%	\$ 76,434
Half Moon Bay	1.608%	89,658	1.76797%	\$ 31,224
Hillsborough	1.477%	54,917	1.08291%	\$ 23,676
Menlo Park	4.559%	275,259	5.42784%	\$ 92,380
Millbrae	2.953%	147,546	2.90946%	\$ 54,226
Pacifica	4.957%	206,200	4.06606%	\$ 83,465
Portola Valley	0.596%	29,645	0.58457%	\$ 10,918
Redwood City	11.219%	639,969	12.61956%	\$ 220,511
San Bruno	5.878%	294,349	5.80427%	\$ 108,064
San Carlos	3.899%	212,462	4.18954%	\$ 74,814
San Mateo	13.332%	784,576	15.47106%	\$ 266,426
South San Francisco	8.778%	442,379	8.72328%	\$ 161,891
Woodside	0.734%	39,034	0.76971%	\$ 13,910
San Mateo County	8.546%	467,397	9.21661%	\$ 164,306
TOTAL	100.000%	5,071,248	100.00000%	\$ 1,850,000
NOTES:				
1- Total CRP (countywide total) is the same as prior years at \$1,850,000.				
2- Congestion Relief Fee is calculated based on population and trips generated, 50% each, respectively.				

NPDES Member Fee - Estimate Only (not actual)

Agency	NPDES Basic (1)	NPDES	TOTAL NPDES
Atherton			
Belmont			
Brisbane	0 \$	10,325	\$ 10,325
Burlingame			
Colma	0 \$	3,575	\$ 3,575
Daly City			
East Palo Alto			
Foster City			
Half Moon Bay			
Hillsborough			
Menlo Park			
Millbrae			
Pacifica			
Portola Valley			
Redwood City			
San Bruno			
San Carlos			
San Mateo	0 \$	110,800	\$ 110,800
South San Francisco			
Woodside	\$ 8,598	\$ 9,752	\$ 18,350
San Mateo County			
TOTAL			
NOTES:			
1. NPDES assessments shown above are for INFO ONLY.			
2- Agencies not listed are collected by the Flood Control Dist.			
3- Basic fees for Brisbane, Colma, San Mateo are collected by the Flood Control District.			
4. NPDES assessments are based on total parcels in each jurisdiction.			

05/07/21	C/CAG PROJECTED STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE										
							FY 2020-21				
	Administrative	Transportation	EL-JPA	SMCRP	Smart	LGP Energy	TFCA	NPDES	DMV Fee (\$4)	Measure M	Total
	Program	Programs		Program	Corridor	Watch			Program	(DMV Fee \$10)	
	(General Fund)										
BEGINNING BALANCE	832,273	2,279,938	1,105,112	4,806,257	639,041	308,076	978,702	970,825	1,337,902	12,694,495	25,952,621
PROJECTED REVENUES											
Interest Earnings	18,022	47,569	15,677	109,712	1,451	3,112	4,231	12,000	34,348	225,481	471,603
Member Contribution	275,651	410,452	0	1,568,641	0	0	0	143,102	0	175,000	2,572,846
Cost Reimbursements	0	0	0	0	0	0	0	0	0	0	0
MTC/ Federal Funding	0	1,276,288	0	0	0	0	0	0	0	175,000	1,451,288
Grants	0	50,000	0	0	0	268,416	0	459,827	0	0	778,243
DMV Fee	0	0	0	0	0	0	1,190,000	0	539	6,787,218	7,977,757
NPDES Fee	0	0	0	0	0	0	0	1,488,338	0	0	1,488,338
TA Cost Share	0	0	0	0	0	0	0	0	0	50,000	50,000
Miscellaneous/ SFIA	0	0	0	0	0	0	0	0	0	0	0
Street Repair Funding	0	0	0	0	0	0	0	0	0	0	0
PPM-STIP	0	219,054	0	0	588,879	0	0	0	0	0	807,933
Assessment	0	0	0	0	0	0	0	0	0	0	0
TLSP	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0
Total Revenues	293,673	2,003,363	15,677	1,678,353	590,330	271,528	1,194,231	2,103,267	34,887	7,412,699	15,598,008
TOTAL SOURCES OF FUNDS	1,125,946	4,283,301	1,120,789	6,484,610	1,229,371	579,604	2,172,933	3,074,092	1,372,789	20,107,194	41,550,629
PROJECTED EXPENDITURES	Administrative	Transportation	EL-JPA	SMCRP	Smart	LGP Energy	TFCA	NPDES	DMV Fee (\$4)	Measure M	Total
	Program	Programs		Program	Corridor	Watch			Program	(DMV Fee \$10)	
	(General Fund)										
Administration Services	90,187	146,724	72,812	46,909	46,215	16,329	4,231	32,292	0	44,738	500,437
Professional Services	214,088	1,168,213	203,829	25,991	0	185,895	53,537	454,712	0	150,612	2,456,877
Consulting Services	48,370	270,044	0	348,668	1,411,462	187,500	0	1,262,921	46,549	2,084,578	5,660,092
Supplies	4,000	0	0	0	0	0	0	0	0	0	4,000
Prof. Dues & Memberships	15,000	3,550	0	0	0	0	0	16,150	0	0	34,700
Conferences & Meetings	519	3,012	0	0	0	16,355	0	1,000	0	0	20,886
Printing/ Postage	912	0	0	0	0	0	0	0	0	0	912
Publications	1,320	0	0	0	0	0	0	0	0	0	1,320
Distributions	0	0	0	800,000	0	0	807,000	10,000	547,299	5,164,800	7,329,099
OPEB Trust	52,233	0	0	0	0	0	0	0	0	0	52,233
Miscellaneous	0	0	0	0	0	0	0	0	0	0	0
Bank Fee	1,520	0	0	0	0	0	0	0	0	0	1,520
Audit Services	10,000	4,866	0	0	0	0	0	0	0	2,500	17,366
Loan to SMCEL JPA	0	0	872,456	0	0	0	0	0	0	0	872,456
Total Expenditures	438,149	1,596,409	1,149,097	1,221,568	1,457,677	406,078	864,768	1,777,075	593,848	7,447,228	16,951,896
TRANSFERS											
Transfers In	0	0	700,000	0	800,000	150,000	0	40,000	0	0	1,690,000
Transfers Out	0	0	0	1,650,000	0	0	0	0	0	40,000	1,690,000
Administrative Allocation	(211,977)	119,620	0	6,632	0	18,396	5,255	44,303	0	17,771	(0)
Total Transfers	(211,977)	119,620	(700,000)	1,656,632	(800,000)	(131,604)	5,255	4,303	0	57,771	(0)
NET CHANGE	67,502	287,334	(433,420)	(1,199,847)	(67,347)	(2,946)	324,208	321,889	(558,961)	(92,300)	(1,353,888)
TRANSFER TO RESERVES	3,346	400,000	0	0	0	0	0	0	0	-	403,346
TOTAL USE OF FUNDS	229,517	2,116,029	449,097	2,878,200	657,677	274,474	870,023	1,781,378	593,848	7,504,999	17,355,242
ENDING FUND BALANCE	896,429	2,167,272	671,693	3,606,410	571,694	305,130	1,302,910	1,292,714	778,941	12,602,195	24,195,387
RESERVE FUND											
Beginning Reserve Balance	40,000	400,000	0	300,000	0	0	0	120,000	0	340,000	1,200,000
Reserve Transfers In	0	400,000	0	0	0	0	0	0	0	0	400,000
Reserve Transfers Out	0	0	0	0	0	0	0	0	0	0	0
Ending Reserve Balance	40,000	800,000	0	300,000	0	0	0	120,000	0	340,000	1,600,000
Note: 1- Beginning/ Ending Reserve Fund Balance is not included in Beginning/ Ending Fund Balance											
2- See individual fund summaries and fiscal year comments for details on Miscellaneous expenses.											
3- SMCRP - San Mateo Congestion Relief Program; TFCA - Transportation Fund For Clean Air; NPDES - National Pollutant Discharge Elimination System; Abatement.											
AVA - Abandoned Vehicle Abatement; DMV - Department of Motor Vehicles.											

C/CAG AGENDA REPORT

Date: May 13, 2021

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of the reappointment of C/CAG Board members Alicia Aguirre, Diane Papan, and Maryann Moise Derwin to continue to serve on the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) for an additional two-year term.

(For further information or questions, contact Sandy Wong at slwong@smcgov.org)

RECOMMENDATION

Review and approval of the reappointment of C/CAG Board members Alicia Aguirre, Diane Papan, and Maryann Moise Derwin to serve as Board members on the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) for an additional two-year term.

FISCAL IMPACT

None.

SOURCE OF FUNDS

N/A

BACKGROUND

The San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) is jointly created by C/CAG and the San Mateo County Transportation Authority (SMCTA) to oversee the operations and administration of the San Mateo 101 Express Lanes, and to jointly exercise ownership rights over the express lanes.

The Joint Exercise of Powers Agreement establishing the SMCEL-JPA states that the SMCEL-JPA governing board will have three (3) Board members each, from C/CAG and SMCTA, and that each Board member will serve for a term of two years. Reappointment for multiple terms is at the pleasure of the appointing authority.

On April 11, 2019, the C/CAG Board appointed Board Members Alicia Aguirre, Doug Kim, and Diane Papan to serve on the SMCEL-JPA representing C/CAG for a two-year term beginning in June 2019. The three Board members had served on the Joint Ad Hoc Committee prior to the creation of the SMCEL-JPA, had in-depth and detail knowledge of the subject matter, and developed constructive solutions by working with SMCTA representatives. In September 2019, Doug Kim

resigned from the City of Belmont and was not eligible to serve on the SMCEL-JPA. On October 10, 2019, the C/CAG Board appointed Maryann Moise Derwin to a two-year term on the SMCEL-JPA Board.

At the April 8, 2021 C/CAG Board meeting, in anticipation of the need to make appointments before the end of the two-year term, Board Chair Marie Chuang announced as part of her Chair Person's Report the need to appoint the C/CAG representatives to the SMCEL-JPA Board of Directors. Furthermore, C/CAG Executive Director Sandy Wong confirmed the three incumbents' interest in continuing to serve on the SMCEL-JPA Board. C/CAG Board member Diane Papan is currently the Vice Chair of the SMCEL-JPA.

The SMCEL-JPA has been preparing for the opening of the express lanes to the public upon construction completion. Opening of the first segment is targeted before the end of the calendar year. Prior to opening, the SMCEL-JPA Board of Directors will be asked to approve critical decisions that are currently in-progress, including the approval of a Preferred Alternative for the Pilot Equity Program; a Toll Ordinance; and separate operating and maintenance agreements with Bay Area Infrastructure Financing Authority (BAIFA), Bay Area Toll Authority (BATA), Caltrans, and the California Highway Patrol (CHP).

Staff recommend the reappointment of Alicia Aguirre, Maryann Moise Derwin, and Diane Papan to the SMCEL-JPA Board of Directors representing C/CAG to ensure the leadership continuity during this exceedingly busy period for the SMCEL-JPA. Alicia Aguirre's, Maryann Moise Derwin's, and Diane Papan's new two-year terms would start in June 2021,

ATTACHMENT

None.

C/CAG AGENDA REPORT

Date: May 13, 2021

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and provide input on the Draft Measure M Five Year Implementation Plan covering Fiscal Years 2021/22 to 2025/26.

(For further information contact Kim Wever at kwever@smcgov.org)

RECOMMENDATION

That the C/CAG Board reviews and provides input on the Draft Measure M five year Implementation Plan covering Fiscal Years 2021/22 to 2025/26.

FISCAL IMPACT

The cost to prepare the Measure M 5-year Strategic Plan is \$93,804 and was approved by the C/CAG Board by Resolution 20-44.

SOURCE OF FUNDS

This project is funded using the \$10 vehicle registration fee collected as part of Measure M, specifically from the Program Administration category.

BACKGROUND

Approved by the voters of San Mateo County in 2010, C/CAG sponsors and manages Measure M, the annual ten dollars (\$10) vehicle registration fee in San Mateo County for transportation-related congestion and water pollution mitigation programs. It was estimated that Measure M would generate approximately \$6.7 million annually and \$167 million total over the 25-year period between May 2011 and May 2036. Per the Measure M Expenditure Plan approved by the voters, 50% of the net proceeds will be allocated to cities/County for local streets and roads. The remaining 50% will be used for Countywide Transportation Programs and water pollution mitigation programs. The Measure M legislation states that a program implementation plan is to be adopted every five years, determining how funding would be allocated to the various programs. The current implementation plan, covering Fiscal Years 2016/17 to 2020/21, funds the following programs: transit operations/senior mobility, intelligent transportation system (ITS)/Smart Corridor, safe routes to school (SRTS), and stormwater pollution prevention.

The consultant team, Steer, was selected to develop a current programs status report, identify programs needs and priorities, make recommendations on resource needs and investment priorities, and outline performance measures that can indicate program progress, both on an annual basis and at the end of a five-year period. Since its presentation at the November 30th, 2020 CMEQ meeting, Steer

has conducted a desktop research on best practices in North America to help develop recommendations. The team has drafted recommendations for the cities/County's Local Streets and Roads Program, as well as the four (4) Countywide transportation related traffic congestion and water pollution mitigation programs. These strategies intend to advance the vision of the Measure M program, update procedures and practices in response to a changing environment and leverage new program delivery approaches, and support the continued positive impact of the program as a whole. The proposed recommendations were developed using five (5) guiding principles: flexible planning, innovative programming, efficient delivery, monitoring and evaluation, and insight driven planning.

Local Streets and Roads

Staff recommends keeping the local streets and roads allocation the same at 50% of the net Measure M revenues. To support flexible usage, it is recommended that the list of approved projects in this program gets expanded. For example, the eligible project type in the upcoming Plan will include a broad category of active transportation projects, rather than just limiting to bicycle projects in the previous Plan. Additionally, to increase program efficiency and aid the transition to a centralized electronic reporting database, local jurisdictions will be asked to submit data and reports through an online portal. Performance metrics will also be standardized to improve program-wide and year over year comparison.

Countywide Transportation Programs

Recommendations for the Countywide Transportation programs fall under two categories:

- 1) Operational Recommendations are focused around:
 - a) How Measure M funds should be operated or spent by Countywide Program managers; and
 - b) How reporting processes, etc. should be adjusted.
- 2) Innovative concepts are focused around suggestions/recommendations for innovations within specific program areas.

Countywide Programs Funding Allocation

For the last two 5-Year Implementation Plans, funding allocation ratio among the four Countywide transportation program areas were developed based on initial program needs and the funding environment at the time when Measure M was approved by voters in 2010. To help inform any needed adjustments to that allocation ratio, Steer has proposed a needs-based allocation model to guide the decision-making process. This model took the following factors into consideration: share of program budget from Measure M; ability to unlock additional funding by leveraging Measure M money; other available funding source for the program; and the amount of Measure M funds spent. To provide additional context, the model analysis also considered two qualitative factors, including: 1) the risk of large fluctuation in the amount of funds allocated to each of the four programs from year to year; and 2) external changes in each of the four programs that are outside of C/CAG's purview. This model is the first step towards building a comprehensive allocation framework. As C/CAG collects more programmatic data and performance metrics, the goal is to add an impact-based component to the next framework to enable successful and impactful funding distribution.

Committees' Feedback

The Congestion Management Program Technical Advisory Committee (TAC) and Congestion Management and Environmental Quality (CMEQ) Committee both supported the concept of using a needs-based allocation model to guide funding allocation for the Countywide programs at their April

15th and April 26th meetings, respectively. The Technical Advisory Committee provided feedback on the potential usage of any future unspent administration funding, and highlighted the importance of reliable Measure M funding for the Safe Routes to School and Stormwater programs. The CMEQ Committee asked staff to consider future state mandates and encourage cities to partner in project delivery.

Recommendation and Next Steps

At the May 13th Board meeting, staff will present the proposed recommendations and the needs-based allocation concept for the Countywide programs. Staff requests that the Board provide input and feedback. Staff will return to the June C/CAG Board seeking adoption of the Final Measure M Strategic Plan.

ATTACHMENTS

- Steer PowerPoint Presentation (will be available online at <https://ccag.ca.gov/committees/board-of-directors-2/>)



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April 22, 2021

The Honorable Lorena Gonzalez
Chair, Assembly Appropriations Committee
State Capitol, Room 2114
Sacramento, CA 95814

Re: AB 1499 (Daly): Transportation: Design-Build: Highways (SUPPORT)

Dear Assemblymember Gonzalez:

I am pleased to inform you that the City/County Association of Governments of San Mateo County (C/CAG) supports Assembly Bill 1499, which eliminates the sunset in current statute authorizing the use of design-build procurement methodology for construction projects on state highways.

In 2013, Assemblymember Daly's bill AB 401 authorized Caltrans to use design-build procurement for up to 10 projects on the state highway and expressway system, and provided specified regional transportation agencies with unlimited authority to use design-build procurement for projects on or adjacent to the state highway system including related non-highway portions of the project.

Unfortunately, the design-build authority granted by AB 401 sunsets on January 1, 2024. Major construction projects, especially those involving state highways and expressways, are typically planned years in advance due to funding requirements and other obligations. Without an extension of the existing authorization, local and regional transportation agencies, including C/CAG, as well as Caltrans, would lose the ability to leverage design-build as an available option for future construction projects.

AB 1499 will provide certainty and potential cost savings for future highway construction projects by eliminating the sunset date and thus extending design-build authorization permanently. C/CAG stands in support of AB 1499.

Sincerely,

Marie Chuang, Chair
City/County Association of Governments of San Mateo County

Cc: Assembly Member Marc Berman
Assembly Member Kevin Mullin
Assembly Member Phil Ting
Senator Josh Becker
Senator Scott Wiener



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April 22, 2021

The Honorable Anthony Portantino
Chair, Senate Appropriations Committee
State Capitol, Room 2206
Sacramento, CA 95814

Re: SB 339 (Wiener) – Gas Tax Alternative Pilot (SUPPORT)

Dear Senator Portantino:

On behalf of the City/County Association of Governments of San Mateo County, I am writing to express our support for Senate Bill 339 (Wiener), the Gas Tax Alternative Pilot. This bill will extend the State's ability to pilot a road user charge system, allowing for a more robust understanding of how such a system would operate and the potential benefits from replacing the gas tax with a fee associated with road use. The bill takes another step forward by allowing the practitioners of the pilot to collect the fee associated with a road user charge to test collection methodology and study revenue streams.

Although the gas tax has been the long-term primary source of transportation infrastructure funding in California, the necessities for adjustment through SB 1 (Beall, 2017) showed inherent faults with our current system, particularly regarding the unintended consequences of the adoption of electric vehicles (EV). Looking forward, as gasoline consumption continues to plummet with broader adoption of EV, the gas tax will need significant alterations, or a new system for transportation funding must be adopted to ensure adequate funds for transportation infrastructure. Further, in its current state, the gas tax allows those with the financial means to escape the tax through the purchase of an EV. C/CAG supports the state goal of transitioning away from combustion engines and related climate change mitigation strategies, which are further encouraged through Governor Newsom's recent executive order banning the sale of new internal combustion engine vehicles by 2035; however, the potential effects on local funding from the shift in California's fleet have yet to be fully reflected in our road funding, outside of small EV registration fees. C/CAG is also concerned with the additional unintended consequence of the outdated gas tax resulting in lower income communities bearing a disproportionate burden of transportation infrastructure funding as a direct result of not having access to the EV alternatives. A road user charge system helps correct for the inherent weaknesses of the gas tax by linking road funding with road use and miles traveled, rather than on gasoline consumption and vehicle fuel efficiency.

Though C/CAG supports the gas tax alternative pilot program, our collective of San Mateo County jurisdictions respectfully requests further evaluation of certain aspects of SB 339 as the bill proceeds through the committees. Specifically, we would like to see the potential equity issues with respect to outreach and participation in the pilot program better addressed.

C/CAG strongly supports SB 339 and hopes the Legislature will take the opportunity to further study and develop the administrative capacity to prepare for the eventual transition to a road-based charge.

Sincerely,

Marie Chuang, Chair
City/County Association of Governments of San Mateo County

Cc: Assembly Member Marc Berman
Assembly Member Kevin Mullin
Assembly Member Phil Ting
Senator Josh Becker
Senator Wiener



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April 28, 2021

The Honorable Lorena Gonzalez
Chair, Assembly Appropriations Committee
State Capitol, Room 2114
Sacramento, CA 95814

Re: AB 377 (Rivas) Water quality: impaired waters – OPPOSE

Dear Assemblymember Gonzalez:

The City/County Association of Governments of San Mateo County (C/CAG) is writing to respectfully **OPPOSE** AB 377 (Rivas), which would require all California surface waters to attain “applicable beneficial uses” by January 1, 2050 and prohibit the State Water Resources Control Board and Regional Water Quality Control Boards from authorizing any discharge (including stormwater) that causes or contributes to an exceedance of a water quality standard in receiving waters.

C/CAG is a joint powers agency whose members comprise the County of San Mateo and the twenty incorporated cities and towns in San Mateo County. C/CAG works on issues of countywide significance, including administering the countywide Stormwater Program that supports our member agencies compliance with municipal stormwater regulatory requirements issued by the San Francisco Bay Regional Water Quality Control Board. AB 377 will have significant negative impacts on C/CAG and its member agencies in addressing water quality issues associated with stormwater runoff. While C/CAG and our member agencies share the author’s goal of addressing water quality impairment, the reality of addressing the highly varied and distributed pollution sources in urban runoff requires a regulatory approach that accounts for the technological challenges and resource limitations facing public agencies, which have been fundamentally hampered in this regard by Proposition 218’s requirement for voter approval of any new or increased stormwater fees.

Some of the key water quality issues facing C/CAG’s member agencies are 1) societal pollutants that have plagued our country for decades (trash and litter), 2) now-banned legacy industrial products manufactured and used extensively in urbanized areas (polychlorinated biphenyls, or PCBs), and 3) a product of ongoing wind-blown aerial deposition from across the Pacific Ocean (mercury). These are extremely challenging pollutant sources to address and the effort required to fully mitigate their impacts will require tens to hundreds of millions of dollars and many decades given the scant available resources dedicated to stormwater pollution prevention. Contra Costa County’s attempt at a countywide Proposition 218 stormwater fee in 2012 was voted down by property owners. C/CAG’s exploration of a countywide Proposition 218 stormwater fee in 2014 showed voters would not support fees at levels needed to address the daunting challenges.

AB 377 assumes that existing regulatory process is the problem and that if the outcome is simply legislated, the issues will be solved. This is simply not the case – the resources to solve our stormwater-related water quality issues do not exist. AB 377 will force municipalities into non-compliance, for which the Water Quality Control Boards will be forced to assess financial penalties, with the assumption that those financial penalties will somehow fund the work required to fix the water quality problems. This is not good governance – California leads the nation in its progressive regulatory permitting process. The

legislature should let the regulatory agencies do their job and instead focus on providing public agencies the resources necessary to address the incredibly challenging pollution issues that they did not create but are forced to correct.

We urge the legislature to work with the California Stormwater Quality Association (of which C/CAG and its member agencies are members) to help address these issues. CASQA's [Vision for Sustainable Stormwater Management](#) outlines a meaningful approach to solving our water quality challenges - (1) provide dedicated funding to stormwater programs, (2) increase supplemental funding (e.g., grants), (3) maximize stormwater capture, (4) minimize pollution through true source control, and (5) maximize effectiveness of control measures. We respectfully request the Committee vote "No" on AB 377 and engage with CASQA on an approach to implementing its Vision.

Thank you for the opportunity to provide comment on this extremely important issue. If you have any questions, please contact Matt Fabry, C/CAG's NPDES Stormwater Runoff Program Manager at mfabry@smcgov.org.

Sincerely,



Marie Chuang, Chair

City/County Association of Governments of San Mateo County

Cc: Assembly Member Marc Berman
Assembly Member Kevin Mullin
Assembly Member Phil Ting
Senator Josh Becker
Senator Scott Wiener
Karen Cowan, CASQA Executive Director



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April 29, 2021

The Honorable Lorena Gonzalez
Chair, Assembly Appropriations Committee
State Capitol, Room 2114
Sacramento, CA 95814

Re: AB 117 (Boerner Horvath) – Air Quality Improvement Program: electric bicycles (SUPPORT)

Dear Assemblymember Gonzalez:

On behalf of the City/County Association of Governments of San Mateo County, I am writing to express C/CAG's SUPPORT for AB 117, Air Quality Improvement Program: electric bicycles, which would add incentives for purchasing e-bikes and make them eligible for funding under the Air Quality Improvement Program (AQIP). It would also require the California Air Resources Board (CARB) to establish the E-Bike Incentive Pilot Project under AQIP through January 1, 2028.

C/CAG is a joint powers agency whose members comprise the County of San Mateo and the twenty incorporated cities and towns in San Mateo County. C/CAG works on issues of countywide significance, including reducing traffic congestion, resolving the "last mile" issue while promoting public transportation, reducing greenhouse gas emissions, and supporting equity and social justice.

C/CAG supports the goals in AB 117 of maximizing replacement of motor vehicle trips with e-bike trips, prioritizing funding for individuals from low-income households, and related programs and benefits, such as bicycle safety education. Additionally, AB 117 will support local small businesses, such as bike retail shops and community bike shops, which is important in these economically challenging times.

C/CAG strongly supports AB 117 and hopes the Legislature will take this opportunity to advance low-carbon or carbon-free alternative transportation options, like electric bicycles, with a focus on making these options more accessible to those who may otherwise not have access to the resources.

Sincerely,

Marie Chuang, Chair
City/County Association of Governments of San Mateo County

Cc: Assembly Member Marc Berman
Assembly Member Kevin Mullin
Assembly Member Phil Ting
Senator Josh Becker
Senator Scott Wiener



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April 8, 2021

Mr. Michael Montgomery
Executive Officer, San Francisco Bay Regional Water Quality Control Board
1515 Clay St, Suite 1400
Oakland, CA 94612
(submitted via email to RB2-MRP@waterboards.ca.gov)

Dear Mr. Montgomery:

On behalf of C/CAG's member agencies (the County of San Mateo and the 20 incorporated cities and towns), provided herein are consolidated comments on the Administrative Draft of the third five-year term of the Municipal Regional Permit (MRP 3.0). These comments were compiled in coordination with C/CAG's Stormwater Committee and stormwater program staff from member agencies. Included with this letter are two attachments: **Attachment 1** provides larger picture context regarding existing and planned stormwater runoff management approaches, accomplishments, and commitments, and context on old industrial areas in San Mateo County. **Attachment 2** provides sub provision comments and specific requested revisions, with higher priority sub-provisions highlighted.

We are supportive of continuing to make progress on key water quality goals but need your staff's support in creating a framework that provides the ability for Permittees to be flexible and innovative in implementing solutions. San Mateo County Permittees have been leaders in adopting progressive stormwater policies, developing comprehensive, integrated plans, and implementing varying scales of green infrastructure (GI) projects and trash capture systems. We are concerned that the prescriptive approach of the proposed MRP 3.0 requirements will stifle innovation, slow progress, and pose challenges that will make it even more difficult to achieve our shared water quality improvement goals. We respectfully request a reissued MRP with flexible and adaptable mandates that allows us to continue leading on innovative stormwater management both in an efficient and cost-effective manner. Your staff is challenged to craft regulatory requirements for 80 co-permittees that provide room to move for the innovators and hold accountable those that are challenged to keep up with baseline efforts. We are committed to working with your staff to develop a regulatory framework that incentivizes progressive action, provides accountability for all, and gives flexibility to recognize the highly variable nature of those 80 co-permittees – one size truly does not fit all. MRP 3.0 needs to be visionary – building in regulatory flexibility that drives implementation yet works for all.

Your staff has indicated on multiple occasions that Permittee proposals on MRP 3.0 provisions are welcomed. However, Water Board staff believes Permittee proposals to-date have primarily focused on maintaining status quo under current MRP 2.0 requirements. Water Board staff has indicated status quo is not enough to achieve the necessary progress toward meeting key water quality goals tied to GI implementation and trash, mercury, and PCBs load reduction. As a result, we believe Water Board staff has proposed unachievable objectives in the Administrative Draft and removed flexibility that breeds innovation in meeting the overall objectives in improving water quality. In contrast, we submit that the "status quo" of strong yet flexible drivers in MRP 2.0 has resulted in San Mateo County Permittees going beyond baseline efforts. Furthermore, the vision underlying the San Mateo County status quo informs an approach that strives to integrate water quality goals with other community

priorities (e.g., climate resiliency, flood control, water supply augmentation, and transportation improvements) during MRP 3.0 and future permit terms.

As you review Attachment 1 to this letter, which details the progressive efforts of C/CAG and our member agencies on meeting and exceeding Water Board requirements in the MRP, it is important to recognize all these efforts have been driven or supported by three key components:

1. Strong, but flexible drivers in the MRP, such as the MRP 2.0 goal to reduce PCB loads to the Bay by specific amounts via GI by 2040 (and beyond) that allow each Permittee to determine the stormwater management approach that makes the most sense for their community.
2. An influx of outside financial or technical resources, including over \$30 million in partnership funding from Caltrans for regional stormwater capture and trash capture projects, nearly \$1 million in grant funding from Caltrans for the Sustainable Streets Master Plan, \$3 million from the State budget to advance regional projects, and pro-bono support from American Rivers, Corona Environmental, and WaterNow Alliance to explore innovative, market-based funding and financing strategies.
3. Progressive planning efforts for integrated, multi-benefit stormwater management such as the Stormwater Resource Plan, Sustainable Streets Master Plan, Green Infrastructure Plans, and current efforts related to collaboration on regional-scale stormwater management.

Without a combination of these (flexible driver, funding, planning), it becomes much more challenging to continue advancing progressive stormwater management. The Administrative Draft takes away the first driver by establishing an extremely prescriptive set of requirements that apply equally to all Permittees. That prescriptiveness, especially in Provision C.3, disincentivizes innovation and effectively makes Green Infrastructure Plans, which Permittees expended significant efforts in developing, irrelevant by specifying exactly when and where GI must be implemented. And while C/CAG and its member agencies can continue pursuing external sources of financial and technical resources, there are limits to how much can be achieved within a five-year permit and practical limitations such as requirements for matching funds or voter approval requirements for new or increased stormwater fees. It is important to note that outside funding is not typically available to support project mitigation measures. Water Board staff recognized at the start of the MRP reissuance discussions that transforming many decades of urbanization to something more sustainable for stormwater will similarly require many decades. MRP requirements should be drafted accordingly, establishing a strong long-term goal but providing flexibility for Permittees on how to get there most cost effectively, in a manner that contextually fits their jurisdiction, with an emphasis on meaningful planning that will advance implementation. Short-term prescriptive requirements in MRP 3.0 will effectively derail the long-term vision and approach.

Our key specific requests for changes to the Administrative Draft include the following:

- The proposed changes related to roadway projects (changes to maintenance exemptions, thresholds, and roadway reconstruction requirements) should be removed to allow jurisdictions the flexibility to integrate GI in roadway projects when and where it makes sense and is economically feasible. San Mateo County Permittees are leaders on incorporating GI in roadway projects and will continue to do so, and prescriptive regulatory requirements is not the right approach given the highly variable, constrained, and complex nature of roadway projects. The MRP should focus on incentivizing meaningful integrated planning, such as C/CAG's recent Sustainable Streets Master Plan.
- C/CAG and its member agencies would like to work with Water Board staff to establish a long-term expectation for meaningful and feasible GI implementation over the coming decades. Any targets for acres greened via GI retrofits included in MRP 3.0 need to be presented in the context of that expectation

and should leverage planning work completed in the municipal GI Plans and other countywide stormwater infrastructure planning efforts. This is similar to the strong driver for GI by 2040 in MRP 2.0, which provided the time and flexibility for planning and delivering optimal implementation in our communities.

- The reissued permit should clearly specify that voluntary projects implemented during MRP 2.0 or the period between MRP 2.0 and MRP 3.0 will result in credit towards any targets for acres greened via GI retrofits included in MRP 3.0. In addition, we would like to work with Water Board staff on ways to credit progressive and innovative policy actions taken by permittees that go above and beyond permit mandates.
- The reissued permit should recognize that the only cost-effective and practical approaches to reducing PCBs discharges from old industrial land uses are identifying and abating source areas, large full trash capture devices (when removing trash is the driver), and redeveloping parcels over time. Redevelopment can be leveraged to also address frontages and adjacent rights-of-way through progressive stormwater management policies increasingly adopted by individual San Mateo County Permittees (see Attachment 1). Please note that street-scale GI retrofits are normally integrated with transportation improvements and funding is generally not available nor a priority for GI retrofit projects in old industrial areas. We would like to work with Water Board staff to establish requirements to develop a long-term plan for old industrial areas that identifies (as feasible) the specific geographic areas projected to redevelop, considers realistic time horizons for redevelopment, the added potential benefit of progressive policies to address roadway frontages as part of redevelopment, efforts to control trash discharges, and efforts to further characterize drainages and identify source properties. We believe this would be a meaningful expectation for the MRP 3.0 term.
- It is not practicable for Permittees to achieve the 90% and 100% reduction compliance benchmarks for trash one and three years after the effective date of the permit, respectively. Because the COVID-19 pandemic has significantly impacted Permittee operations, budgets, and staffing (and impacts will continue over the next few years), it is unrealistic for Permittees to maintain progress towards the benchmarks at the same pace as prior to the pandemic. The deadlines to achieve 90% and 100% trash reductions should be extended by two years to July 1, 2025 and July 1, 2027, respectively, to allow Permittees to further analyze remaining trash generating areas, budget for additional trash capture systems (potentially in conjunction with addressing old industrial areas), identifying trash sources on private property, determining where trash capture systems are infeasible, and assessing the pandemic-related increases in trash, such as littered masks and personal protective equipment. In addition, the 90% benchmark should be a non-enforceable target, similar to the 60% goal in MRP 2.0. Allowing flexibility on this compliance benchmark will support additional progressive policies and management actions to improve on the ground conditions, which will require additional time to establish.
- The proposed changes to the trash reduction calculation methods for source controls described in the Administrative Draft should be withheld, since they would significantly diminish Permittee leadership, the extensive environmental benefits of ordinances developed to date, and provide little impetus for Permittees to move forward with expanded source control actions.
- Certain proposed provisions may not provide concrete water quality benefits and are too costly to implement in the short-term, especially considering the economic ramifications of the COVID-19 pandemic. These requirements, which would take away resources from higher priority efforts and effectively derail our long-term vision and approach described in Attachment 1, should be postponed until future permit terms. Notwithstanding any additional detailed comments about these provisions provided in Attachment 2, the following key requirements should not be included in MRP 3.0:

- C.15. Discharges Associated with Unsheltered Homeless Populations
- C.17.b.iii Discharge Type – Emergency Discharges of Firefighting Water and Foam
- C.21. Cost Reporting
- C.22. Asset Management

We appreciate the opportunity to offer these constructive comments on the Administrative Draft. Given the challenges of digesting the totality of the Administrative Draft and coordinating comments from 21 Permittees in a 60-day window, C/CAG and its member agencies will continue discussing over the coming weeks and months proposals on meaningful approaches to achieving water quality improvement and look forward to providing additional input to Water Board staff prior to release of a public review draft of the permit.

Sincerely,



Matthew Fabry, P.E.
Manager, Countywide Water Pollution Prevention Program

Attachments:

1. Summary of Existing and Planned Stormwater Runoff Management Efforts in San Mateo County
2. Specific provision-by-provision comments and requested revisions

[Attachments available online at: https://ccag.ca.gov/committees/board-of-directors-2/](https://ccag.ca.gov/committees/board-of-directors-2/)

Cc:

C/CAG Stormwater Committee

Robert Ovadia, Vice Chair, Public Works Director, Town of Atherton
Randy Breault, Chair, Public Works Director/City Engineer, City of Brisbane
Peter Brown, Public Works Director, City of Belmont
Syed Murtuza, Public Works Director, City of Burlingame
Brad Donohue, Director of Public Works and Planning, Town of Colma
Richard Chiu, Public Works Director, City of Daly City
Kamal Fallaha, City Engineer, City of East Palo Alto
Dante Hall, Assistant City Manager/Acting Parks & Recreation and Public Works Director, City of Foster City
Maziar Bozorginia, City Engineer, City of Half Moon Bay
Paul Willis, Public Works Director, Town of Hillsborough
Nikki Nagaya, Public Works Director, City of Menlo Park
Andrew Yang, Senior Engineer, City of Millbrae
Lisa Petersen, Public Works Director/City Engineer, City of Pacifica
Howard Young, Public Works Director, Town of Portola Valley
Saber Sarwary, Supervising Civil Engineer, City of Redwood City
Jimmy Tan, Public Works Director, City of San Bruno
Steven Machida, Public Works Director, City of San Carlos
Azalea Mitch, Interim Public Works Director, City of San Mateo
Eunejune Kim, Public Works Director, City of South San Francisco
Sean Rose, Public Works Director, Town of Woodside
Jim Porter, Public Works Director, County of San Mateo



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Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

April 9, 2021

The Honorable Jackie Speier
U.S. House of Representatives
2465 Rayburn House Office Building
Washington, DC 20515

Subject: Northern Cities Smart Corridor Project – C/CAG Support Letter

Dear Representative Speier:

With this letter, on behalf of the City/County Association of Governments of San Mateo County (C/CAG), I write to encourage your consideration and support of our recent Transportation and Infrastructure Project funding request of \$2.3 million for the Northern Cities Smart Corridor project. The project is located in the City of Daly City, City of Brisbane and Town of Colma in San Mateo County. With this project, there will be a continuous Smart Corridor throughout the entire San Mateo County.

The Northern Cities Smart Corridor Expansion project continues the San Mateo County Smart Corridor Program's implementation efforts of C/CAG, California Department of Transportation, and the partner agencies that were initiated between 2010. The initial segments of the San Mateo County Smart Corridor have been completed. To date, the Smart Corridors program has installed over 50 miles of communications network and 650 Intelligent Transportation System (ITS) devices, such as traffic signal controllers, dynamic message signs, traffic monitoring cameras, and vehicle detection stations. The interconnected system provides local cities and Caltrans with day-to-day traffic management tools to address recurring and non-recurring traffic congestion. The Smart Corridor project also maximizes efficiency of the existing transportation network, and creates an opportunity for agencies to share traffic data to improve cross-jurisdictional coordination and provide transit signal priority at key intersections. The Northern Cities Smart Corridor Expansion project is currently being designed. If this funding request is approved, the project construction will begin in fall of 2022.

At the April 8th, 2021 C/CAG Board of Directors Meeting, the C/CAG Board of Directors unanimously approved resolution 21-22 that directed staff to pursue federal and state transportation funds for C/CAG sponsored projects, including the Northern Cities Smart Corridor project; and to designate C/CAG as the fund recipient entity.

Thank you for your consideration of prioritizing this project for funding under the FAST Act reauthorization. Should you have any questions about the project, please contact my staff Kaki Cheung, C/CAG's Program Director, at kcheung1@smcgov.org or (650) 363-4105.

Sincerely,

Sandy Wong
Executive Director



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April 12, 2021

The Honorable Jackie Speier
U.S. House of Representatives
2465 Rayburn HOB
Washington, DC 20515

Subject: US-101 Managed Lane Project North of I-380- C/CAG Support Letter

Dear Congresswoman Speier:

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I write to encourage your consideration and support of our recent Transportation and Infrastructure Project Funding Request of \$12 million for the US-101 Managed Lane Project North of I-380, in San Mateo County, California.

The US-101 Managed Lane Project North of I-380 is a critical infrastructure facility of regional and national significance. The project proposes to provide a Managed Lanes (ML) facility, defined as high occupancy vehicle (HOV) lanes and/or high-occupancy toll (HOT) lanes, in the northbound and southbound directions of United States Highway 101 (US 101) from 1 mile south of the US 101/Interstate 380 (I-380) Interchange in San Mateo County to the San Francisco County line.

It is identified as a key project in the US 101 South Comprehensive Multimodal Corridor Plan 2020, and the U.S. 101 Mobility Action Plan. We have included in the application a letter of support from Caltrans Director Toks Omishakin.

The overall vision is to have a continuous managed lane on the entire Highway 101 corridor in San Mateo County. This project will complete that vision by closing the gap between I-380 and the San Francisco County line. This project has regional significance by closing the remaining express lane gap in San Mateo County. This project is a key segment in the MTC's Regional Express Lane Network and included in the MTC's Express Lane Strategic Plan. Upon completion, high occupancy and transit vehicles will be able to access a continuous managed lane from Hwy 101/SR 237 in Santa Clara County to the San Francisco County line.

The benefits of this project include reducing traffic congestion and the number of single occupancy vehicle trips, and encouraging carpooling and transit, and increasing person throughput. Express lanes have the benefit of improving the operations of adjacent general-purpose lanes.

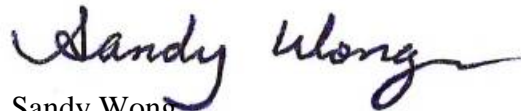
This project will create a continuous managed lane corridor that will facilitate increased trips by transit and shuttles. This will support our GHG reduction efforts and improvements in air quality and help to achieve the State and Region's GHG reduction goals. The project supports economic development efforts by improving high occupancy vehicle and transit access to key employment centers throughout Silicon Valley, including San Francisco International Airport and the Oyster Point district in South San Francisco. Planned and future express bus service can connect low income job seekers with more jobs. The completion of this gap will allow for future managed lane connections to job centers in San Francisco.

Critically important to the implementation of the San Mateo County Express Lanes is an Equity Program to improve mobility outcomes for low-income households. The San Mateo County Express Lane Joint Powers Authority is currently considering various Equity Program Alternatives that include discounted Fastrak Transponders and/or discounted transit passes to ensure that everybody can benefit from the express lanes.

At the April 8th C/CAG Board of Directors Meeting, the C/CAG Board of Directors unanimously approved resolution 21-22 that directed staff to pursue Federal and State transportation funds for C/CAG sponsored or co-sponsored projects, including the SR92/US 101 Interchange, US 101 Express Lanes North of I-380, and the Smart Corridor Extension Northern Cities; and to designate C/CAG as the fund recipient entity. See attached resolution.

For these reasons, we hope you will consider this project and prioritize it for funding under FAST Act Reauthorization.

Sincerely,

A handwritten signature in dark ink, appearing to read "Sandy Wong", with a stylized, flowing script.

Sandy Wong
Executive Director C/CAG

Enclosure: C/CAG Resolution 21-22

RESOLUTION 21-22

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY DIRECTING STAFF TO PURSUE FEDERAL AND STATE TRANSPORTATION FUNDS AND ASSOCIATED DIRECTIONS

WHEREAS, C/CAG is the designated Congestion Management Agency (CMA) for San Mateo County; and

WHEREAS, C/CAG is the designated administrator for State Transportation Improvement Program (STIP) Program for San Mateo County; and

WHEREAS, C/CAG, as the CMA, has been the designated administrator for certain State and Federal transportation funds for San Mateo County, hence, C/CAG has approximately 30 years of experience in administering Federal and State transportation funds for streets and highway projects, including planning and capital projects that are sponsored or co-sponsored by C/CAG; and

WHEREAS, there are opportunities to apply for Federal funds, including grants or Congress Member Designated funds (Earmark) funds, and other Federal or State funds, for eligible transportation improvement streets and highway projects; and

WHEREAS, the guidelines for the competitive Congress Member Designated funds (Earmark) defines eligible projects as those that are included in the STIP or TIP, which C/CAG manages; and

WHEREAS, C/CAG has identified the below projects as competitive projects for such Federal funds; and

- SR92/US 101 Interchange
- US 101 Express Lanes North of I-380
- Smart Corridor Extension Northern Cities

WHEREAS, C/CAG and SMCTA are co-sponsors to one or more of said projects, and C/CAG is committed to collaborate with SMCTA to seek funding for co-sponsored projects; and

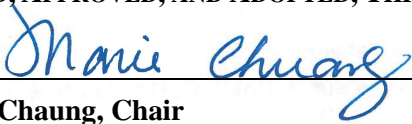
WHEREAS, Federal funds often require one agency be designated as the fund recipient, C/CAG has been the long-standing designated fund recipient of Federal and State funds for C/CAG and SMCTA co-sponsored projects; and

WHEREAS, C/CAG should continue be the designated fund recipient entity for projects that are co-sponsored by C/CAG and SMCTA because the long history of the agency's successful experience as the Federal and State funds administrator for Streets and Highway projects; and

WHEREAS, C/CAG was the designated recipient of a Federal Earmark Repurposed fund for the Express Lanes project between the Santa County border and I-380 co-sponsored by C/CAG and SMCTA.

NOW THEREFORE BE IT RESOLVED, that the Board of Directors of the City/County Association of Governments of San Mateo County directs staff to pursue Federal and State transportation funds for C/CAG sponsored or co-sponsored projects; submit, or collaborate with SMCTA to submit, documents as necessary; and designate C/CAG as the fund recipient entity.

PASSED, APPROVED, AND ADOPTED, THIS EIGHTH DAY OF APRIL 2021



Marie Chung, Chair



April 9, 2021

The Honorable Peter DeFazio
Committee on Transportation and Infrastructure
U.S. House of Representatives
Washington DC 20515

Subject: **CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AND SAN MATEO COUNTY TRANSPORTATION AUTHORITY - LETTER OF COMMITMENT**

Dear Chairman DeFazio:

On behalf of the San Mateo County Transportation Authority (TA) and the City/County Association of Governments San Mateo County (C/CAG), we write to encourage your consideration and support of our recent Transportation and Infrastructure Project Funding Request of \$5 million for the U.S. 101/S.R. 92 Direct Connector Project in San Mateo County, California.

As part of this request, the TA and C/CAG are expressing our commitment to fully carry out the project and our ability to ensure the funding will be obligated within the time period that has been set forth under federal-aid highway or federal transit requirements.

The U.S. 101 / S.R. 92 interchange is a critical infrastructure facility that serves nearly half a million travelers each day. The interchange provides an essential connection to the San Francisco International Airport, biotech industries of South San Francisco, the Silicon Valley as well as to the major destinations of the East Bay through one of the iconic State bridges in the Bay Area, the San Mateo-Hayward Bridge.

Currently, there are considerable delays and congestion within the interchange area caused by heavy traffic volumes and inadequate capacity. Once completed, this project will help minimize those delays and improve operational efficiency for transit and carpoolers traveling between the US 101 allowing more people to access Silicon Valley jobs as well as reducing physical and emotional toll the current workers face.

The project would also increase safety along the corridor by allowing high occupancy vehicles (HOV) on westbound SR 92 to seamlessly access the express lane on U.S. 101 in both the northbound and southbound directions. Currently, the westbound HOVs from S.R. 92 have to navigate the already congested US 101 through traffic to access the express lanes, subjecting themselves to safety hazards. Once constructed, HOVs including buses will no longer have to enter U.S. 101 along with the general traffic.

Instead, these vehicles will bypass the general traffic, avoid the weave across U.S. 101, and directly connect to the Express Lanes on U.S. 101 (currently under construction).

For these reasons, we hope you will consider this project and prioritize it for funding under FAST Act Reauthorization.

Sincerely,

A handwritten signature in dark ink, appearing to read "April Chan", with a stylized, cursive script.

April Chan
Chief Officer, Transportation Authority

A handwritten signature in dark ink, appearing to read "Sandy Wong", with a stylized, cursive script.

Sandy Wong
Executive Director, C/CAG